TRAFFIC IMPACT REPORT

December 23, 2024

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WINSTON FARMS

TOWN OF SAUGERTIES, NY

PREPARED FOR:
Saugerties Farm, LLC
P.O. Box 683
Saugerties, NY 12477

242 West Main Street, Suite 100 | Rochester, NY 14614 | 585.325.1000 | www.passero.com

PASSERO engineering architecture

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1.0 EXECUTIVE SUMMARY

This Traffic Impact Report builds upon, and supersedes, the Traffic Impact Study dated March 8, 2024 prepared by Creighton Manning (CM). The purpose of this report is to evaluate the potential traffic impacts associated with the proposed Winston Farm Planned Development District located at the northwest quadrant of the intersection of NYS Route 32 and NYS Route 212 in the Town of Saugerties, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified. Mitigating measures, if needed, are provided to minimize capacity or safety concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. The site plan, all figures, and supporting calculations are included at the end of this report.

This comprehensive Traffic Impact Report provides the Town of Saugerties, the NYSDOT, and other involved and interested agencies with detailed information allowing for a "hard look" of potential traffic impacts. The study was completed in accordance with the procedures of the SEQRA, the NYSDOT, ITE, and local requirements. This study's scope was derived from Section 4.6.8 "Impacts on Transportation" of the Draft Generic Environmental Impact Statement (DGEIS) Final Scope issued on January 4, 2023.

Project Location and Description

Saugerties Farm LLC is proposing to rezone ±840 acres of predominately vacant land in the General Business (GB) and Moderate Density Residential (MDR) districts to a Planned Development district (PDD). To assess any potential adverse traffic impacts due to the proposed project, three alternatives are being considered: (1) Current Zoning or as-of-right plan (AOR), (2) Sponsor's Preferred plan (SP), and (3) the Reasonable Worst-Case Scenario (RWCS).

The project site is located at the northwest quadrant of the intersection of NYS Route 32 and NYS Route 212 within the Town of Saugerties, Ulster County, NY. The following describes the project location and context:

- **Site Status:** The site is currently undeveloped.
- **Site Boundary:**
  - **North:** Residential development/Mower Mill Rd and other undeveloped land.
  - **East:** NY-32, Holiday Inn Express and Saugerties Park & Ride.
  - **South:** Commercial and residential uses and NY-212.
  - **West:** Undeveloped land.
- **Vicinity Land Uses:** There is a mix of land uses, including residential, hospitality, and commercial.

Saugerties Farm LLC is proposing to rezone ±840 acres of predominately vacant land in the General Business (GB) and Moderate Density Residential (MDR) districts to a Planned Development district (PDD). To assess any potential adverse traffic impacts due to the proposed project, three alternatives are being considered: (1) Current Zoning or as-of-right plan (AOR), (2) Sponsor's Preferred plan (SP), and (3) the Reasonable Worst-Case Scenario (RWCS).

The AOR is comprised of the following components based on the current property zoning:

- **Single Family Housing:**
  - ±773 units on approximately 419 acres
- **Commercial Development Land Use(s) zoned general business:**
  - ±26 acres
- **Access:** Provided via two driveways on NY-32 and three driveways on NY-212.

The SP plan includes careful planning and consideration of where development should occur on the site based on a host of studies that have been commissioned by the landowners. These technical studies have been used to fine-tune the SP plan relative to the location of buildings, roads, and uses on the project site. The SP plan is comprised of the following components:

- **Residential:**
  - ±154 single family home units
  - ±110 townhouses
  - ±650 condo/apartment units
- **Commercial Development:**
  - ±419,800 square feet of commercial retail space
  - a campground with 100 cabins
  - a 150-room boutique hotel
  - a conference center with 250 hotel rooms
  - a 5,000-person amphitheater
  - ±250,000 square feet of lab or light- industrial space
- **Access:** Provided via two driveways on NY-32 and two driveways on NY-212.

The RWCS was created to show a reasonable maximum development scenario under the new proposed zoning regulations, which includes less residential homes but larger commercial and tech industrial spaces compared to the SP Plan. The RWCS plan includes the following components:

- **Residential:**
  - ±133 single family home units
  - ±115 townhouses
  - ±800 condo/apartment units
- **Commercial Development:**
  - ±425,000 square feet of commercial retail space
  - a campground with 157 cabins and RV sites
  - a 150-room boutique hotel
  - a conference center with 250 hotel rooms
  - a 5,000-person amphitheater
  - ±375,000 square feet of lab or light- industrial space
- **Access:** Provided via two driveways on NY-32 and one driveway on NY-212.

Study Area

This study's scope was derived from Section 4.6.8 "Impacts on Transportation" of the Draft Generic Environmental Impact Statement (DGEIS) Final Scope issued on January 4, 2023. To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections. **Figures 1A through 1H** illustrate the study area and project location.

1. NYS Route 212/Blue Mountain Road
2. NYS Route 212/Churchland Road
3. NYS Route 212/NYS Route 32
4. NYS Route 212/Churchland Lane
5. NYS Route 212/unsignalized driveways (8 intersections between I-87 overpass and Big Lots Driveway)
6. NYS Route 212/I-87 Northbound Ramps
7. NYS Route 212/Kings Highway
8. NYS Route 212/Big Lots Driveway

9. NYS Route 212/Railroad Avenue
10. NYS Route 212/Market Street
11. Main Street/Market Street/James Street
12. Main Street/Partition Street
13. NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road
14. NYS Route 32/Old Route 32
15. NYS Route 32/Mower Mill Road
16. NYS Route 32/Peoples Road/Hommelville Road
17. NYS Route 32/Old Kings Highway
18. NYS Route 32/Malden Turnpike/Old Route 32
19. Harry Wells Road/Buffalo Road

Existing and Background Conditions

According to the March 8, 2024 CM TIS, "Turning movement counts were conducted during the weekday morning (7:00 AM – 9:00 AM), weekday afternoon/evening (2:00 PM – 7:00 PM), Friday afternoon/evening (3:00 PM – 8:00 PM), Saturday midday/afternoon (11:00 AM - 5:00 PM), and Sunday midday/afternoon (11:00 AM - 5:00 PM) peak periods. In order to capture typical school traffic and seasonal ski traffic, the counts were conducted during the winter season in December 2022 and January 2023. The counts were conducted when schools were in normal session and did not follow or precede any holidays. The counts captured the breakdown in vehicle classifications (lights, buses, heavy vehicles) as well as bicycles and pedestrians. These periods coincide with the anticipated peak operation times of the proposed development as well as the adjacent street traffic." The general peak hours occurred from 7:30-8:30 AM for the weekday morning peak hour, 3:30-4:30 PM for the weekday afternoon/evening peak hour, 4:30-5:30 PM for the Friday afternoon/evening peak hour, 11:15 AM-12:15 PM for the Saturday midday/afternoon peak hour, and 11:45 AM-12:45 PM for the Sunday midday/afternoon peak hour.

Additionally, and in accordance with the DGEIS Scoping Document, a series of Automatic Traffic Recorders (ATRs) were installed to collect traffic volume, speed, and classification data over several days in December 2022 and January/February 2023. These ATRs were placed on the following roadways:

1. NYS Route 212 | 187 feet East of Blue Mountain Road
2. NYS Route 212 | 390 feet West of NYS Route 32
3. NYS Route 212 | 249 feet East of Churchland Lane
4. NYS Route 212 | 315 feet West of Kings Highway
5. Kings Highway | 700 feet South of NYS Route 212
6. Railroad Avenue | 445 feet South of NYS Route 212
7. NYS Route 32 | 500 feet South of I-87 Southbound Ramps/Augusta Savage Road
8. NYS Route 32 | 190 feet North of I-87 Southbound Ramps/Augusta Savage Road
9. NYS Route 32 | 350 feet South of Mower Mill Road

The turning movement count data was collected while local schools were in session. Calibration factors were calculated by comparing the historic traffic volumes to the recent ATR volumes and then applied to the observed peak hour volumes in order to generate volumes that represent pre-COVID traffic conditions. The findings of the traffic volume comparisons as well as the calibration factors were presented to and validated by the Town's Traffic Consultant, Philip Grealy of Colliers Engineering & Design. The actual differences in traffic volumes can be attributed to temporal variations in traffic volumes as well as activity related to driveways located in the segments between the study intersections.

Background traffic volumes represent the traffic conditions during the proposed build year without development of the project. It is assumed that the development could be completed and occupied in 2028. In accordance with the DEIS

Scoping Document, the analysis should be conducted for the estimated year of project completion (design year) plus 10 years. In keeping with NYSDOT standards, the design year was rounded to 2030 and prepared traffic projections for 10 years beyond the estimated time of completion (ETC+10) – 2040. Traffic volume data from various ATRs published on the NYSDOT *Traffic Data Viewer* were reviewed and an annual growth rate of +0.50% was calculated. This growth rate, upon review and approval by the Town's Traffic Consultant, Philip Grealy, was applied to the 2023 existing calibrated volumes and compounded annually for 17 years. Traffic related to specific developments were also added to the background/no-build conditions. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not typically included in a traffic analysis. Two nearby developments were identified by the Town's Planning Board Secretary and were included in the background (No-Build) conditions.

Traffic Analyses

A crash investigation within the study area was conducted to assess the safety history from October 1, 2019, through September 30, 2024. 12 of the 26 study intersections had a crash rate equal to or higher than the statewide averages. As discussed in Section 7.2 and 7.4, a traffic signal is warranted and recommended at the NYS Route 32/Hommelville Rd/Peoples Rd and NYS Route 32/Old Kings Hwy intersections. The left turn crash clusters at the NYS Route 32/Hommelville Rd/Peoples Rd and NYS Route 32/Old Kings Hwy intersections can be mitigated through the installation of a traffic signal with a flashing yellow arrow for the permitted left turn phases. Additionally, in order to mitigate the existing left turn crash pattern in the eastbound direction at the NYS Route 212/NYS Route 32, it is recommended that NYSDOT considers installing flashing yellow arrows for the permitted left turn phases for at least the eastbound approach. The remaining intersections with above average collision rates should be explored in conjunction with the associated jurisdictional agency to determine applicable mitigation.

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (11th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land uses represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

The AOR scenario is expected to generate approximately 327 entering/494 exiting vehicle trips during the AM peak hour, 592 entering/431 exiting vehicle trips during the PM peak hour, 671 entering/450 exiting vehicle trips during the Friday peak hour, 668 entering/714 exiting vehicle trips during the Saturday peak hour, and 521 entering/495 exiting vehicle trips during the Sunday peak hour. The SP scenario is expected to generate approximately 645 entering/583 exiting vehicle trips during the AM peak hour, 810 entering/781 exiting vehicle trips during the PM peak hour, 926 entering/856 exiting vehicle trips during the Friday peak hour, 933 entering/856 exiting vehicle trips during the Saturday peak hour, and 681 entering/706 exiting vehicle trips during the Sunday peak hour. The RWCS scenario is expected to generate approximately 754 entering/642 exiting vehicle trips during the AM peak hour, 873 entering/853 exiting vehicle trips during the PM peak hour, 952 entering/881 exiting vehicle trips during the Friday peak hour, 999 entering/915 exiting vehicle trips during the Saturday peak hour, and 775 entering/803 exiting vehicle trips during the Sunday peak hour.

The cumulative effect of site generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. Trip distribution patterns determined in the March 8, 2024 CM TIS were used for this analysis. Traffic generated by the project was distributed throughout the

adjacent roadway system based on potential travel patterns and places of interest for the future users of the project. It should be noted that the same general trip distributions were used for the SP and RWCS analyses. For the AOR analysis, the overall regional distribution was maintained; however, the local distributions at the study intersections were modified to account for differences in the access driveway location.

This study used the Transportation Research Board's (TRB) *NCHRP Report 279 Intersection Channelization Design Guide* to evaluate the volume warrants for a left-turn treatment at the NY-212/Proposed Easterly Driveway, NY-212/Proposed Westerly Driveway, and NY-32/Proposed Driveway intersections under the Sponsor's Preferred full build conditions. The analyses determined that a left-turn treatment is warranted at both the NY-212/Proposed Easterly Driveway and NY-32/Proposed Driveway intersections. A left turn treatment is not warranted at the NY-212/Proposed Westerly Driveway intersection.

A traffic signal warrant analysis was performed at the existing NY-32/Peoples Rd/Hommelville Rd and NY-32/Old Kings Hwy intersections under existing, background, and the Sponsor's Preferred full build conditions and at the NY-212/Proposed Easterly Driveway and NY-32/Proposed Driveway intersections under the Sponsor's Preferred full build conditions. Based upon the results, a traffic signal is warranted at all four intersections under full build conditions. In order to determine the optimal mitigation for these intersections, the installation of a traffic signal and a roundabout were considered at these locations. The roundabout evaluation indicates that all intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT. It should be noted that the geometric feasibility, i.e. the constructability of a roundabout, was not investigated at this time. For the purposes of this study, detailed operational analyses of these intersections were not conducted. Rather, capacity improvements and/or phasing and timing changes were explored to mitigate operational constraints expected under the 2040 Sponsors Preferred Build conditions.

The capacity and queueing analyses reveal that off-site locations are expected to experience operational constraints due to the additional volumes from full build-out in the PDD. Possible improvements have been identified that, if implemented, will improve the operations at these locations. Table 12 in Section 7.8 of this report provides a summary of the locations with these constraints and the possible improvements. If approved, these improvements would be implemented by the applicant in coordination with the Town of Saugerties, Ulster County, and NYSDOT and would be funded based on the respective jurisdictional agency's preferred method. Conceptual improvement plans would be prepared subsequent to preliminary approval by the respective jurisdictional agencies.

Conclusions and Recommendations

This report identified and evaluated the potential traffic impacts that can be expected from the proposed rezoning of the Winston Farm development. The scope of this study was based on Section 4.6.8 "Impacts on Transportation" of the Final Scope DGEIS, dated January 4, 2023 and includes 26 off-site intersections. Traffic volume data was collected in December 2022 and January 2023 in order to capture peak ski season traffic and the study conservatively evaluated a design year of 2040. The study evaluated three development scenarios – As-of-Right (AOR), Sponsor's Preferred (SP), and Reasonable Worst Case Scenario (RWCS). The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor traffic impacts to study area intersections with the recommended mitigation in place. The following sets forth the conclusions and recommendations based upon the results of the analyses:

Conclusions

1. The crash analysis indicates that nine (9) of the twenty-six (26) intersections evaluated experienced crash rates greater than the state-wide average for similar types of intersections. The crash analysis generally did not identify any geometric deficiencies at any of the intersections.
2. All site driveways will be signalized thereby eliminating most sight distance concerns. As each phase of the project goes through the site planning process and updated traffic studies are provided, they should look closely at the access points at that time to determine if right turn on red movements should be prohibited due to sight distance concerns.
3. At this preliminary phase of the project, the exact number and layout of parking areas has not been determined. However, upon review of the plans it is evident that ample parking areas are strategically provided throughout the site area to serve the individual land uses on-site.
4. Under the AOR scenario, the project would generate the fewest amount of peak hour trips. Under the SP scenario, the project would generate more trips than under AOR scenario during each of the study peak hours with the lowest difference being 371 total trips and the greatest difference being 662 total trips. Finally, under the RWCS scenario, the project would generate more trips than under both the AOR and SP scenarios during each of the study peak hours.
5. The AOR scenario is expected to generate approximately 327 entering/494 exiting vehicle trips during the AM peak hour, 592 entering/431 exiting vehicle trips during the PM peak hour, 671 entering/450 exiting vehicle trips during the Friday peak hour, 668 entering/714 exiting vehicle trips during the Saturday peak hour, and 521 entering/495 exiting vehicle trips during the Sunday peak hour.
6. The SP scenario is expected to generate approximately 645 entering/583 exiting vehicle trips during the AM peak hour, 810 entering/781 exiting vehicle trips during the PM peak hour, 926 entering/856 exiting vehicle trips during the Friday peak hour, 933 entering/856 exiting vehicle trips during the Saturday peak hour, and 681 entering/706 exiting vehicle trips during the Sunday peak hour.
7. The RWCS scenario is expected to generate approximately 754 entering/642 exiting vehicle trips during the AM peak hour, 873 entering/853 exiting vehicle trips during the PM peak hour, 952 entering/881 exiting vehicle trips during the Friday peak hour, 999 entering/915 exiting vehicle trips during the Saturday peak hour, and 775 entering/803 exiting vehicle trips during the Sunday peak hour.
8. The left turn lane warrant investigation indicates that a left-turn treatment is warranted at the NYS Route 212/proposed easterly driveway and at the NYS Route 32/Proposed driveway intersections during all peak hours under full development conditions. A left-turn treatment is not warranted at the NYS Route 212/proposed westerly driveway.
9. Based upon the results of the traffic signal warrant analysis, a traffic signal is warranted at all four intersections evaluated under full build conditions. These locations include: the existing NY-32/Peoples Rd/Hommelville Rd and NY-32/Old Kings Hwy intersections and the NYS Route 212/Proposed Easterly Driveway and NYS Route 32/Proposed Driveway intersections.
10. The intersections that meet signal warrants were also evaluated for feasibility of installing a roundabout. All intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT. It should be noted that the geometric feasibility, i.e. the constructability of a roundabout, was not investigated at this time. For the purposes of this study, detailed operational analyses of these intersections were not conducted. Rather, capacity improvements and/or phasing and timing changes were explored to mitigate operational constraints expected under the 2040 Sponsors Preferred Build conditions. A

more detailed evaluation should be conducted as traffic studies are updated during the site plan approval processes in the future.

11. A feasibility evaluation for roundabouts was performed at the following intersections: NYS Route 32/Old kings Hwy, NYS Route 32/Peoples Road, NYS Route 32/Northeast Area Driveway, NYS Route 32/Augusta Savage Road/Interstate-87 SB Ramp, NYS Route 32/NYS Route 212, and NYS Route 212/South Area Driveway. all intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT.
12. Most of the study intersections are expected to operate at acceptable operating conditions that are similar to the background (No-build) conditions with the recommended mitigation in place. Section 7.6 provides details related to the operating conditions at each intersection.
13. A queuing assessment was performed at each signalized intersection during all peak hours under existing, background, SP full build, and SP full build with mitigation conditions to determine the 95th percentile queue length, measured from the stop bar location for each approach using Synchro. In general, 95th percentile queues so not exceed available storage with the recommended mitigation measures in place with minor exceptions that are discussed in more detail in Section 7.7.
14. The proposed project intends to embrace the goals of Ulster County Transportation Improvement Program. Furthermore, it is prepared to work with UCAT as well as the Greyhound and Trailways bus services to expand services to better support the traveling public.
15. Pursuant to the State Environmental Quality Review Act, this detailed analysis demonstrates that the proposed project does not result in any significant adverse traffic impacts.

Recommendations

1. Based on the crash evaluation, it is recommended that NYSDOT considers installing flashing yellow arrows for the permitted left turn phases for at least the eastbound approach at the NYS Route 212/NYS Route 32 intersection to mitigate the left turn crash pattern.
2. As the proposed development moves through the future site plan review process, detailed design related to the number of parking spaces, appropriate on and off-site wayfinding, and the need for temporary event traffic control should be evaluated.
3. A more detailed roundabout evaluation should be conducted as traffic studies are updated during the site plan approval processes in the future.
4. The detailed capacity analysis showed that the additional traffic volumes generated by the proposed project can be accommodated by the existing roadway network with the recommended mitigation in place.
5. Various mitigation measures were evaluated to address operational constraints resulting from the SP and RWCS development scenarios. These mitigation measures are discussed in detail in Sections 7.6 and 7.8 and can be found in Table 12 which is reproduced below. The mitigation measures include changes to intersection geometry, signalization of intersections, and adjustments to existing signal timings and phasing.

Off Site Mitigation Summary

Location	Build Conditions Concerns	Possible Improvements
NYS Route 32/NYS Route 212 Intersection	• Southbound delays • Overall intersection delays • Westbound and southbound queues	• Signal timing modifications • Southbound approach lane geometry changes
NYS Route 212/I-87 NB Ramp Intersection/ McDonalds Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Construct northbound right lane • Extend second northbound lane to provide 450 ft of storage • Signal phasing/timing/coordination modifications
NYS Route 212 Signalized Intersections: 1. Kings Highway 2. Big Lots Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Signal timing coordination
NYS Route 212/I-87 SB Ramp Intersection/ Augusta Savage Rd	• Overall intersection/approach delays • Queue on the approaches	• Construct additional approach lanes and/or revise lane geometry on all four approaches • Signal phasing/timing modifications
NYS Route 32/Hommelville Rd/Peoples Rd	• Delays on eastbound and westbound approaches	• Proposed traffic signal
NYS Route 32/Old Kings Highway (CR 34)	• Delays on westbound approach	• Install northbound right turn lane • Proposed traffic signal

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

This Traffic Impact Report builds upon, and supersedes, the Traffic Impact Study dated March 8, 2024 prepared by Creighton Manning (CM). The purpose of this report is to evaluate the potential traffic impacts associated with the proposed Winston Farm Planned Development District located at the northwest quadrant of the intersection of NYS Route 32 and NYS Route 212 in the Town of Saugerties, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified. Mitigating measures, if needed, are provided to minimize capacity or safety concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. The site plan, all figures, and supporting calculations are included at the end of this report.

2.2 Traffic Impact Report Methodology

This comprehensive Traffic Impact Report provides the Town of Saugerties, the NYSDOT, and other involved and interested agencies with detailed information allowing for a "hard look" of potential traffic impacts. The study was completed in accordance with the procedures of the SEQRA, the NYSDOT, ITE, and local requirements. This study's scope was derived from Section 4.6.8 "Impacts on Transportation" of the Draft Generic Environmental Impact Statement (DGEIS) Final Scope issued on January 4, 2023.

2.3 Project Location

The project site is located at the northwest quadrant of the intersection of NYS Route 32 and NYS Route 212 within the Town of Saugerties, Ulster County, NY. The following describes the project location and context:

- **Site Status:** The site is currently undeveloped.
- **Site Boundary:**
  - **North:** Residential development/Mower Mill Rd and other undeveloped land.
  - **East:** NY-32, Holiday Inn Express and Saugerties Park & Ride.
  - **South:** Commercial and residential uses and NY-212.
  - **West:** Undeveloped land.
- **Vicinity Land Uses:** There is a mix of land uses, including residential, hospitality, and commercial.

2.4 Study Area

This study's scope was derived from Section 4.6.8 "Impacts on Transportation" of the Draft Generic Environmental Impact Statement (DGEIS) Final Scope issued on January 4, 2023. To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections. **Figures 1A through 1H** illustrate the study area and project location.

1. NYS Route 212/Blue Mountain Road
2. NYS Route 212/Churchland Road
3. NYS Route 212/NYS Route 32
4. NYS Route 212/Churchland Lane
5. NYS Route 212/unsignalized driveways (8 intersections between I-87 overpass and Big Lots Driveway)
6. NYS Route 212/I-87 Northbound Ramps
7. NYS Route 212/Kings Highway
8. NYS Route 212/Big Lots Driveway

9. NYS Route 212/Railroad Avenue
10. NYS Route 212/Market Street
11. Main Street/Market Street/James Street
12. Main Street/Partition Street
13. NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road
14. NYS Route 32/Old Route 32
15. NYS Route 32/Mower Mill Road
16. NYS Route 32/Peoples Road/Hommelville Road
17. NYS Route 32/Old Kings Highway
18. NYS Route 32/Malden Turnpike/Old Route 32
19. Harry Wells Road/Buffalo Road

3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the NYSDOT or Passero Associates (PA) via an extrapolation of turning movement counts performed at the study intersections.

Functional classification (FC) of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. The following lists the primary functional classifications within the study area:

- Rural Minor Collector (Class 8)
- Rural Local (Class 9)
- Urban Principal Arterial – Interstate (Class 11)
- Urban Minor Arterial (Class 16)
- Urban Major Collector (Class 17)
- Urban Local (Class 19)

Table 1: *Existing Highway System*

Roadway	FC	Agency	Speed (mph)	Lanes per Direction	Lane Width (feet)	Shoulder Width (feet)	AADT		
							Volume	Source	Year
NYS Route 212	16, 17	NYSDOT	35/40	1-2	12	6	16,017	NYSDOT	2019
NYS Route 32	6, 16	NYSDOT	55	1	11	7	12,047	NYSDOT	2017
Blue Mountain Road (CR-35)	8	County	40	1	11	3	3,678	NYSDOT	2015
Churchland Road	19	Town	35	1	11	N/A	853	PA	2023
Churchland Lane	19	Town	30	1	14	N/A	358	PA	2023
Saugerties Manor Road	19	Town	30	1	12	N/A	84	PA	2023

Roadway	FC	Agency	Speed (mph)	Lanes per Direction	Lane Width (feet)	Shoulder Width (feet)	AADT		
							Volume	Source	Year
I-87 NB Ramps	11	NYSDOT	30	1	12	11	3,789	PA	2023
Tomsons Road	19	Town	30	1	14	N/A	526	PA	2023
Kings Highway (CR-32)	17	County	40	1	11	7	5,760	NYSDOT	2018
Abbotts Court	19	Town	30	1	10	N/A	21	PA	2023
Railroad Avenue	19	Town	35	1	11	N/A	1,126	PA	2023
Market Street	19	Town	30	1	12	11	7,537	PA	2023
Main Street (US-9W)	16	NYSDOT	30	1	13	10	3,166	NYSDOT	2016
Partition Street (US-9W)	16	NYSDOT	30	1	10	9	5,000	PA	2023
I-87 SB Ramps	11	NYSDOT	30	1	12	7	3,915	PA	2023
Augusta Savage Road	19	Town	30	1	15	N/A	63	PA	2023
Old Route 32 (South)	9	Town	30	1	13	N/A	137	PA	2023
Mower Mill Road	9	Town	30	1	10	N/A	105	PA	2023
Hommelville Road	9	Town	30	1	10	N/A	526	PA	2023
Peoples Road	9	Town	35	1	12	N/A	1,285	NYSDOT	2017
Old Kings Highway (CR-34)	8	County	30	1	11	N/A	2,179	PA	2023
Malden Turnpike (CR-89)	17	County	30	1	10	N/A	2,094	NYSDOT	2015
Old Route 32 (North)	9	Town	30	1	11	N/A	53	PA	2023
Harry Wells Road (CR-36)	9	County	40	1	10	N/A	1,326	PA	2023
Buffalo Road	9	Town	30	1	10	N/A	337	PA	2024

3.2 Description of Multimodal Network

Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

Table 2: *Multimodal Network*

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT	STREET PARKING
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER		
NYS Route 212/Blue Mountain Road	Sign	No presence	No presence	No	No	No shoulder	No	No
NYS Route 212/Churchland Road	Sign	No presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/NYS Route 32	Signal	No presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Churchland Lane	Sign	No presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Saugerties Manor Road	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Stewart's Exit Driveway	Sign	Some presence	No presence	No	No	Some shoulder	No	No

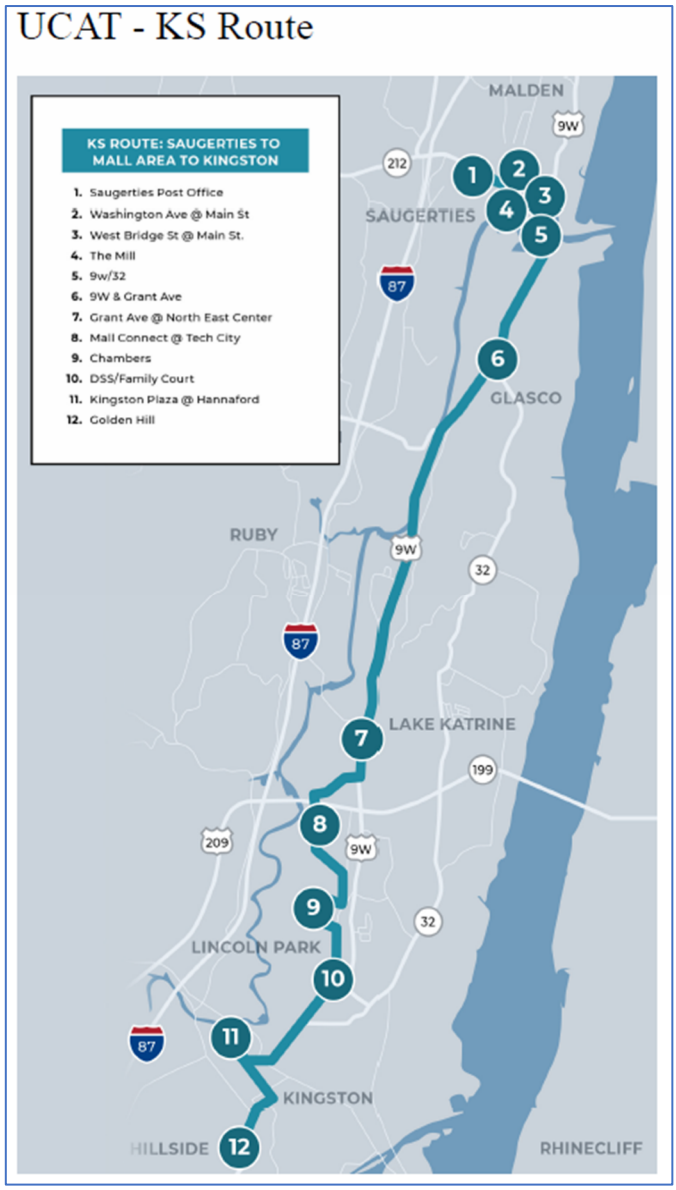
INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT	STREET PARKING
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER		
NYS Route 212/Stewart's Enter Driveway	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/I-87 Northbound Ramps/McDonald's Driveway	Signal	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Pizza Star Exit Driveway	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Pizza Star Driveway	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Tomsons Road	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Verizon Exit Driveway	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Kings Highway/Buns Burger Driveway	Signal	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Mobil Driveway	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Big Lots Driveway	Signal	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Railroad Avenue/Abbotts Court	Sign	Some presence	No presence	No	No	Some shoulder	No	No
NYS Route 212/Market Street	Signal	Fully present	Fully present	Yes	No	No shoulder	Yes	Some street parking
Main Street/Market Street	Signal	Fully present	Fully present	Yes	No	No shoulder	No	Yes
Main Street/Partition Street	Signal	Fully present	Fully present	Yes	No	No shoulder	No	Yes
NY-32/I-87 SB Ramps/Augusta Savage Rd	Signal	No presence	No presence	No	No	Some shoulder	No	No
NY-32/Old Rte 32	Sign	No presence	No presence	No	No	Some shoulder	No	No
NY-32/Mower Mill Road	Sign	No presence	No presence	No	No	Some shoulder	No	No
NY-32/Hommelville Road/Peoples Road	Sign	No presence	No presence	No	No	Some shoulder	No	No
NY-32/Old Kings Hwy	Sign	No presence	No presence	No	No	Some shoulder	No	No
NY-32/Old Rte 32/Malden Tkp	Sign	No presence	No presence	No	No	Some shoulder	No	No

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT	STREET PARKING
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER		
Harry Wells Road/Buffalo Road	Sign	No presence	No presence	No	No	No shoulder	No	No

Ulster County Area Transit (UCAT) provides one bus route that operates within the vicinity of the proposed development. **Table 3** summarizes the details of this bus route. Print outs of the route map and timetable, as of February 7, 2023, from UCAT's website are shown to the right and below.

Stop ID#	KS ROUTE: KINGSTON --- MALL AREA --- SAUGERTIES														
132	Golden Hill	520	620	-	-	-	-	-	220	320	-	-	-	-	-
146	Kingston Plaza @ Hannaford	530	630	730	830	930	1030	1230	130	230	330	430	530	700	800	900	1000
122	DSS/Family Court (* curbside pickup/drop off)	535*	635*	740	840	940	1040	1240	140	240	340	440	540	705*	805*	905*	1005*
117	Chambers	-	-	-	845	945	1045	1245	145	245	345	445	-	-	-	-	-
204	Tech City (Connect to Mall bus)					1000	1100	100	200	300	400	500					
-	Mall Area (by request only, call dispatch for pickups)	535	635	740	840								550	715	815	915	1015
136	Grant Ave @ North East Center	-	-	802	902	1002	1102	102	202	302	402	502	-	-	-	-	-
224	9W & Grant Ave	548	648	803	903	1003	1103	103	203	303	403	503	603	733	833	933	-
186	Saugerties: 9w/32	555	655	810	910	1010	1110	110	210	310	410	510	610	741	841	941	-
206	The Mill	-	-	-	915	1015	1115	115	215	315	415	515	-	-	-	-	-
213	West Bridge St @ Main St.	605	705	815	920	1020	1120	120	220	320	420	520	620	750	850	-	-
170	Price Chopper	607	707	817	922	1022	1122	122	222	322	422	522	622	752	852	-	-
185	Saugerties Post Office	627	727	827	927	1027	1127	127	227	327	427	527	627	-	-	-	-
Stop ID#	KS ROUTE: SAUGERTIES -- MALL AREA -- KINGSTON																
185	Saugerties Post Office	627	727	827	927	1027	1227	127	227	327	427	527	700	800	900	-	-
212	Washington Ave @ Main St (Drop-offs to Price Chopper by request)	629	729	829	929	1029	1229	129	229	329	429	529	702	802	902	-	-
213	West Bridge St @ Main St.	630	730	830	930	1030	1230	130	230	303	430	530	703	803	903	-	-
206	The Mill	-	-	-	932	1032	1232	132	232	332	-	532	-	-	-	-	-
186	9w/32	635	735	835	935	1035	1235	135	235	335	435	535	708	808	908	945	-
224	9W & Grant Ave	645	745	845	945	1045	1245	145	245	345	445	545	718	818	918	955	-
136	Grant Ave @ North East Center	646	746	846	946	1046	1246	146	246	346	446						
204	Mall Connect @ Tech City				1000	1100	100	200	300	400	500						
-	Mall Area (by request only, call dispatch for pickups)	645	745	845								550	720	820	920	-	1030
117	Chambers	-	-	905	1005	1105	105	205	305	405	505	-	-	-	-	-	-
122	DSS/Family Court (* curbside pickup/drop off)	-	-	910	1010	1110	110	210	310	410	510	605	740*	840*	940*	-	-
146	Kingston Plaza @ Hannaford	720	820	920	1020	1120	120	220	320	420	520	620	750	850	950	1010	1050
132	Golden Hill	-	-	-	-	-	-	225	325	-	-	-	-	-	-	1015	1055

Stop ID#	SATURDAY SCHEDULE: KS ROUTE: KINGSTON -- MALL AREA -- SAUGERTIES					
132	Golden Hill	750	-	-	-	-
146	Kingston Plaza @ Hannaford	800	1000	100	300	500
122	DSS/Family Court (curbside)	810	1010	110	310	510
117	Chambers	** pickup/drop off by request only **				
-	Mall area	** pickup/drop off by request only **				
210	Walmart	830	1030	130	330	530
224	9W & Grant Ave	835	1035	135	335	-
186	Saugerties: 9w/32	845	1045	145	345	-
206	The Mill	** pickup/drop off by request only **				
213	West Bridge St @ Main St.	850	1050	150	350	-
185	Saugerties Post Office	855	1055	155	355	-
170	Price Chopper	** pickup/drop off by request only **				
	Mall area pickups must be communicated to dispatch by 800/1000/100/300/500					
Stop ID#	**SATURDAY SCHEDULE: KS ROUTE: SAUGERTIES -- MALL AREA -- KINGSTON**					
185	Saugerties Post Office	855	1055	155	355	-
212	Washington Ave @ Main St	900	1100	200	400	-
213	West Bridge St @ Main St.	903	1103	203	403	-
206	The Mill	** pickup/drop off by request only **				
186	9w/32	905	1105	205	405	-
224	9W & Grant Ave	915	1115	215	415	-
210	Walmart	920	1120	220	420	530
-	Mall area	** pickup/drop off by request only **				
117	Chambers	** pickup/drop off by request only **				
122	DSS/Family Court (curbside)	943	1143	243	443	543
146	Kingston Plaza @ Hannaford	950	1150	250	450	550
132	Golden Hill	-	-	-	-	600
	Mall area pickups must be communicated to dispatch by 900/1100/200/400					



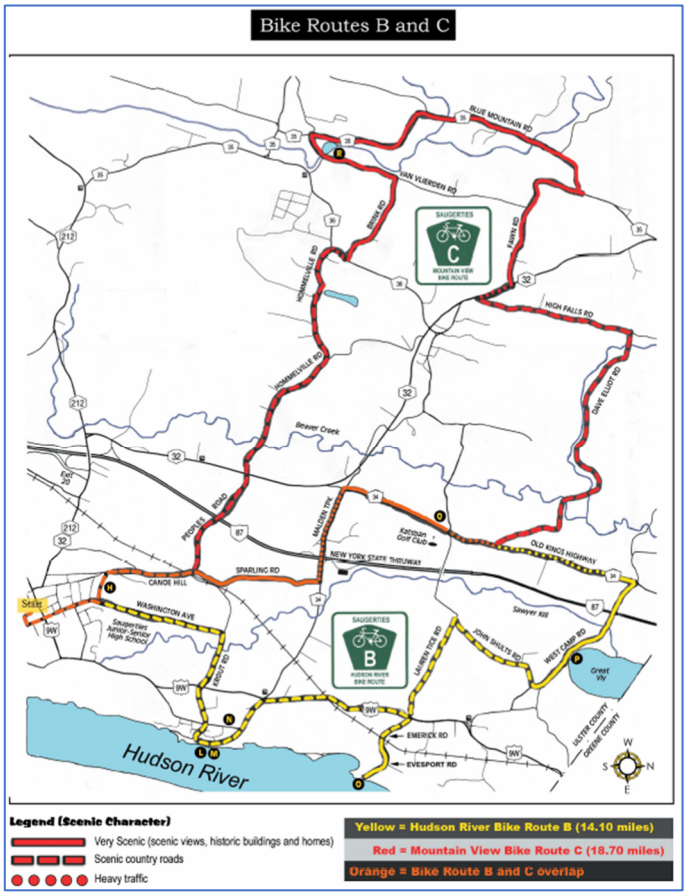
The available capacity of the UCAT bus route was estimated based on the total number of bus trips per day and a 35-person capacity per bus. The KS bus route operates 16 trips on weekdays and 5 trips on Saturday, which equates to an approximate 560-person and 175-person capacity on weekdays and Saturdays, respectively.

Additionally, there is an existing Park-and-Ride facility located along the NYS Route 32 site frontage. This facility provides 43 parking spaces and a sheltered bus stop that is served by Greyhound and Trailways express lines, which provide one (1) inbound and one (1) outbound bus trips per day including weekdays, Saturdays, and Sundays. The intent is to

maintain the same general location; however, it is expected that this facility will be relocated to accommodate the improvements at the NYS Route 32/Augusta Savage/I-87 SB Off-Ramp. **Table 3** summarizes the details of these express bus routes.

Table 3: *Summary of Available Transit Options in Study Area*

Route	Termini	Closest Stop to Site	Days of Operations	Headways (Weekday/Weekend)
Kingston Saugerties (KS) Route	Saugerties Post Office/ Golden Hill	Price Chopper – Ulster Ave	Weekdays & Saturdays	1 Hour/ 2 Hours
Greyhound/Trailways Express Lines	Oneonta / New York City	Park-and-Ride on Route 32	Weekday, Saturday & Sundays	Southbound towards NYC departs at 4:45pm Northbound towards Oneonta departs at 11:10am

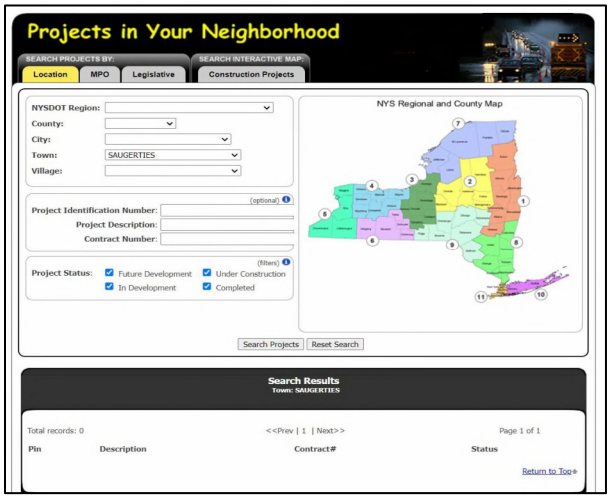


There are no existing pedestrian accommodations along the subject site's frontages with NYS Route 212 and NYS Route 32, or within its general proximity. To the east of Interstate-87, a sidewalk is provided along the northerly side of NYS Route 212, and then along both sides of NYS Route 212 further east beyond Railroad Avenue. There is no dedicated bicycle trail/path within the site proximity; however, the Village of Saugerties defines a bicycle loop, known as "Bike Route B" that traverses Peoples Road and Hommelville Road which is approximately one mile north of the NYS Route 32 site frontage. See map illustrating "Bike Route B" to the left. Additionally, the majority of roadways surrounding the subject site provide shoulders that may be used by cyclists.

The Saugerties Central School District Transportation Department was contacted to request the school bus stop locations within the study area. No information has been received to date.

3.3 Planned/Programmed Highway Improvements

The NYSDOT *Projects in Your Neighborhood* web portal was reviewed and it was determined that there are no planned or ongoing projects within the study area. Additionally, the Ulster County Transportation Council FFY 2023- 2027 Transportation Improvement Program, adopted July 26, 2022, was reviewed and there are no planned projects within the study area.



4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, the proposed land uses for the project site, and requirements of the approved Scoping Document, the peak hours selected for analysis are the weekday morning (AM), weekday afternoon/evening (PM), Friday afternoon/evening (FRI), Saturday midday/evening (SAT), and Sunday midday/evening (SUN) peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these time periods. At all other times throughout a typical day, the site will generally produce less traffic.

4.2 Existing Traffic Volume Data

According to the March 8, 2024 CM TIS, "Turning movement counts were conducted during the weekday morning (7:00 AM – 9:00 AM), weekday afternoon/evening (2:00 PM – 7:00 PM), Friday afternoon/evening (3:00 PM – 8:00 PM), Saturday midday/afternoon (11:00 AM - 5:00 PM), and Sunday midday/afternoon (11:00 AM - 5:00 PM) peak periods. In order to capture typical school traffic and seasonal ski traffic, the counts were conducted during the winter season in December 2022 and January 2023. The counts were conducted when schools were in normal session and did not follow or precede any holidays. The counts captured the breakdown in vehicle classifications (lights, buses, heavy vehicles) as well as bicycles and pedestrians. These periods coincide with the anticipated peak operation times of the proposed development as well as the adjacent street traffic."

Table 4 depicts the study time periods and peak hours for analysis at each study intersection. The general peak hours occurred from 7:30-8:30 AM for the weekday morning peak hour, 3:30-4:30 PM for the weekday afternoon/evening peak hour, 4:30-5:30 PM for the Friday afternoon/evening peak hour, 11:15 AM-12:15 PM for the Saturday midday/afternoon peak hour, and 11:45 AM-12:45 PM for the Sunday midday/afternoon peak hour. Peak hours that deviate from the overall study area peak hour have traffic volumes that are greater during that time period than during the study area peak hour. This was done to ensure that any high volume movements that occur outside of the general peak hour were captured in the analysis.

Table 4: *Existing Traffic Volume Data Collection*

INTERSECTION	WEEKDAY AM PEAK	AM PEAK HOUR	WEEKDAY PM PEAK	PM PEAK HOUR
NYS Route 212/Blue Mountain Rd	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 212/ Churchland Road	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/NYS Route 32	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 212/ Churchland Lane	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 212/Saugerties Manor Rd	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/Stewarts Shops Dwys	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/I-87 Northbound Ramps	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 212/Pizza Star Driveways	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/Tomsons Road	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/Kings Highway	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 212/Mobil Driveway	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/Big Lots Driveway	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/Railroad Avenue	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 212/Market Street	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
Main Street/Market Street/James St	Tuesday, Jan 24th, 2023	8:00-9:00 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
Main Street/Partition Street	Tuesday, Jan 24th, 2023	8:00-9:00 AM	Tuesday, Jan 24th, 2023	3:30-4:30 PM
NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road	Tuesday, Dec 6th, 2022	7:30-8:30 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 32/Old Route 32	Tuesday, Jan 24th, 2023	8:00-9:00 AM	Tuesday, Jan 24th, 2023	4:15-5:15 PM
NYS Route 32/Mower Mill Road	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	4:00-5:00 PM
NYS Route 32/Peoples Rd/Hommelville Rd	Tuesday, Dec 6th, 2022	7:15-8:15 AM	Tuesday, Dec 6th, 2022	3:30-4:30 PM
NYS Route 32/Old Kings Highway	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	4:15-5:15 PM
NYS Route 32/Malden Turnpike/Old Route 32	Tuesday, Jan 24th, 2023	7:30-8:30 AM	Tuesday, Jan 24th, 2023	4:15-5:15 PM
Harry Wells Road/Buffalo Road	Tuesday, Jan 24th, 2023	7:45-8:45 AM	Tuesday, Jan 24th, 2023	4:30-5:30 PM

INTERSECTION	FRIDAY PEAK	FRIDAY PEAK HOUR	SATURDAY MIDDAY PEAK	SATURDAY PEAK HOUR
NYS Route 212/Blue Mountain Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	12:00-1:00 PM
NYS Route 212/ Churchland Rd	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/NYS Route 32	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	12:30-1:30 PM
NYS Route 212/ Churchland Lane	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	12:30-1:30 PM
NYS Route 212/Saugerties Manor Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/Stewarts Shops Dwys	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/I-87 Northbound Ramps	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	11:15 AM-12:15 PM
NYS Route 212/Pizza Star Driveways	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan28th, 2023	11:15 AM-12:15 PM
NYS Route 212/Tomsons Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/Kings Highway	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	11:15 AM-12:15 PM
NYS Route 212/Mobil Driveway	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/Big Lots Driveway	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/Railroad Ave	Friday, Jan 20th, 2023	4:00-5:00 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
NYS Route 212/Market Street	Friday, Jan 20th, 2023	3:00-4:00 PM	Saturday, Dec 3rd, 2022	11:15 AM-12:15 PM
Main Street/Market Street/James Street	Friday, Jan 20th, 2023	3:15-4:15 PM	Saturday, Jan 28th, 2023	11:15 AM-12:15 PM
Main Street/Partition Street	Friday, Jan 20th, 2023	3:00-4:00 PM	Saturday, Jan 28th, 2023	2:30-3:30 PM
NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	11:15 AM-12:15 PM
NYS Route 32/Old Route 32	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	4:00-5:00 PM
NYS Route 32/Mower Mill Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	4:00-5:00 PM
NYS Route 32/Peoples Road/Hommelville Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Dec 3rd, 2022	11:15 AM-12:15 PM
NYS Route 32/Old Kings Highway	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	4:00-5:00 PM
NYS Route 32/Malden Turnpike/Old Route 32	Friday, Jan20th, 2023	4:30-5:30 PM	Saturday, Jan28th, 2023	4:00-5:00 PM
Harry Wells Road/Buffalo Road	Friday, Jan 20th, 2023	4:30-5:30 PM	Saturday, Jan 28th, 2023	1:30-2:30 PM

INTERSECTION	SUNDAY PEAK	SUNDAY PEAK HOUR
NYS Route 212/Blue Mountain Road	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/ Churchland Road	Sunday, January 29th, 2023	12:30-1:30 PM
NYS Route 212/NYS Route 32	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/ Churchland Lane	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Saugerties Manor Road	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Stewarts Shops Dwys	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/I-87 Northbound Ramps	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Pizza Star Driveways	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Tomsons Road	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Kings Highway	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Mobil Driveway	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Big Lots Driveway	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Railroad Avenue	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 212/Market Street	Sunday, January 29th, 2023	11:45 AM-12:45 PM
Main Street/Market Street/James St	Sunday, January 29th, 2023	11:45 AM-12:45 PM
Main Street/Partition Street	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 32/Old Route 32	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 32/Mower Mill Road	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 32/Peoples Road/Hommelville Road	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 32/Old Kings Highway	Sunday, January 29th, 2023	11:45 AM-12:45 PM
NYS Route 32/Malden Turnpike/Old Route 32	Sunday, January 29th, 2023	11:45 AM-12:45 PM
Harry Wells Road/Buffalo Road	Sunday, January 29th, 2023	2:00-3:00 PM

Additionally, and in accordance with the DGEIS Scoping Document, a series of Automatic Traffic Recorders (ATRs) were installed to collect traffic volume, speed, and classification data over several days in December 2022 and January/February 2023. These ATRs were placed on the following roadways:

1. NYS Route 212 | 187 feet East of Blue Mountain Road
2. NYS Route 212 | 390 feet West of NYS Route 32
3. NYS Route 212 | 249 feet East of Churchland Lane
4. NYS Route 212 | 315 feet West of Kings Highway
5. Kings Highway | 700 feet South of NYS Route 212
6. Railroad Avenue | 445 feet South of NYS Route 212
7. NYS Route 32 | 500 feet South of I-87 Southbound Ramps/Augusta Savage Road
8. NYS Route 32 | 190 feet North of I-87 Southbound Ramps/Augusta Savage Road
9. NYS Route 32 | 350 feet South of Mower Mill Road

This data is also included on Figure 2.

As noted above, the turning movement count data was collected while local schools were in session. CM compared the observed volumes from each study period to historical data collected by various NYSDOT Automatic Traffic Recorders (ATRs), Stations 860027, 860054, 866009, 860055, 860254, between 2017 and 2019, as well as old ATR data previously collected by CM in 2014 and 2019. CM found that the general traffic volumes were lower in previous years for the weekday morning, Friday, and Saturday midday hours, and higher for the weekday evening and Sunday midday hours. Calibration factors were calculated by comparing the historic traffic volumes to the recent ATR volumes and then applied to the observed peak hour volumes in order to generate volumes that represent pre-COVID traffic conditions.[1] The findings of the traffic volume comparisons as well as the calibration factors were presented to and validated by the Town's Traffic Consultant, Philip Grealy of Colliers Engineering & Design. The actual differences in traffic volumes can be attributed to temporal variations in traffic volumes as well as activity related to driveways located in the segments between the study intersections. **Figures 3A-3C** illustrate the existing peak hour traffic volumes for each study peak.

4.3 Field Observations

The study intersections were observed during peak intervals to assess current traffic operations. Signal timing and phasing information was obtained from the NYSDOT to determine peak hour phasing plans and phase durations during each interval at the signalized intersections. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

4.4 Existing Crash Investigation

The purpose of this crash analysis is to identify inherent safety issues by studying and quantifying historical crashes at the study intersections and identifying potential crash patterns and clusters. A crash cluster is defined as an abnormal occurrence of similar crash types occurring at approximately the same location or involving the same geometric features. The severity of the crashes should also be considered. A history of crashes is an indication that further analysis is required to determine the cause(s) of the crash(es) and to identify what actions, if any, could be taken to mitigate the crashes.

A crash investigation within the study area was conducted to assess the safety history from October 1, 2019, through September 30, 2024.

[1] Weekday AM Calibration Factor = 1.00 | Weekday PM Calibration Factor = 1.04 | Friday PM Calibration Factor = 1.00 | Saturday Midday Calibration Factor = 1.00 | Sunday Midday Calibration Factor = 1.02

Reportable (non-injury, injury, and fatal injury) type crashes are defined as damage to one person's property in the amount of $1,001 or more. The Non-Reportable type crashes result in property damage of $1,000 or less. Crash rates were computed for the study intersections and compared with NYSDOT average crash rates for similar intersections, as summarized in **Table 5**. Intersection rates are listed as crashes per million entering vehicle (CR/MEV).

Table 5: *Intersection Crash Rate Analysis*

INTERSECTION	NUMBER OF CRASHES	NUMBER OF ENTERING VEHICLES	ACTUAL CRASH RATE	STATEWIDE AVERAGE CRASH RATE
NYS Route 212/Blue Mountain Road	10	7,011 vpd	0.78	0.19
NYS Route 212/Churchland Road	0	7,632 vpd	0.00	0.19
NYS Route 212/NYS Route 32	18	16,947 vpd	0.58	0.56
NYS Route 212/Churchland Lane	5	14,389 vpd	0.19	0.19
NYS Route 212/Saugerties Manor Road	1	14,368 vpd	0.04	0.19
NYS Route 212/Stewarts Shops Exit Driveway	2	14,453 vpd	0.08	0.07
NYS Route 212/Stewarts Shops Enter Driveway	1	14,316 vpd	0.04	0.07
NYS Route 212/I-87 Northbound Ramps	20	16,779 vpd	0.65	0.26
NYS Route 212/Pizza Star Exit Dwy	2	14,295 vpd	0.08	0.13
NYS Route 212/Pizza Star Dwy	0	14,274 vpd	0.00	0.13
NYS Route 212/Tomsons Road	2	14,326 vpd	0.08	0.07
NYS Route 212/Verizon Exit Dwy	0		0.00	0.07
NYS Route 212/Kings Highway	17	15,263 vpd	0.61	0.26
NYS Route 212/Mobil Dwy	1	10,758 vpd	0.05	0.13
NYS Route 212/Big Lots Driveway	3	12,305 vpd	0.13	0.32
NYS Route 212/Railroad Avenue	5	11,789 vpd	0.23	0.31
NYS Route 212/Market Street	6	9,442 vpd	0.35	0.32
Main Street/Market Street/James Street	16	8,695 vpd	1.01	0.56
Main Street/Partition Street	15	7,905 vpd	1.04	0.56
NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road	3	13,105 vpd	0.13	0.56
NYS Route 32/Old Route 32	0	11,000 vpd	0.00	0.19
NYS Route 32/Mower Mill Road	1	10,926 vpd	0.05	0.19
NYS Route 32/Peoples Road/Hommelville Road	22	11,979 vpd	1.01	0.31
NYS Route 32/Old Kings Hwy	16	11,179 vpd	0.78	0.19
NYS Route 32/Malden Turnpike/Old Route 32	0	11,495 vpd	0.00	0.31
Harry Wells Road/Buffalo Road	0	1,568 vpd	0.00	0.19

Notable crash clusters are approaches with three or greater identifiable consistent crash types.

1. NYS Route 212 at Blue Mountain Road

As shown in **Table 5**, the intersection has a crash rate that is approximately 4.11 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (1), left turn (4), right angle (2), sideswipe (2), and fixed object (1). The only crash pattern identified is three eastbound left turn crashes. The causes of the left turn crashes were generally due to failure to yield right of way or driver inattention. No other discernible crash patterns exist; thus, no geometric improvements are recommended.

2. NYS Route 212 at Churchland Road

No crashes occurred at this intersection during the study period.

4. NYS Route 212 at NYS Route 32

As shown in **Table 5**, the intersection has a crash rate that is approximately 1.04 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (8), left turn (6), head on (1), sideswipe (1), fixed object (1), and backing (1). The following crash patterns were reported:

- Rear End
  - Southbound (three crashes)
  - Westbound (three crashes)
- Left Turn
  - Eastbound (four crashes)

The reported rear end crashes (33%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally due to driver inattention, driver error, unsafe speeds, or following too closely. One southbound rear end crash was caused by a driver's foot slipping off the brake and another was caused by driver intoxication. The causes of the left turn crashes were generally due to failure to yield right of way. In order to mitigate the existing left turn crash pattern in the eastbound direction, it is recommended that NYSDOT considers installing flashing yellow arrows for the permitted left turn phases for at least the eastbound approach. No other discernible crash patterns exist; thus, no geometric improvements are recommended.

5. NYS Route 212 at Churchland Lane

As shown in **Table 5**, the intersection has a crash rate that is equal to the statewide average crash rate for similar intersections. The following crashes occurred: rear end (4), and sideswipe (1). No discernible crash patterns exist; thus, no geometric improvements are recommended.

6. NYS Route 212 at Saugerties Manor Road

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. One crash was reported at this intersection attributed to a sideswipe collision. No discernible crash patterns exist; therefore, no geometric improvements are recommended.

7. NYS Route 212 at Stewart's Exit Driveway

As shown in **Table 5**, the intersection has a crash rate that is approximately 1.14 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: sideswipe (1), and backing (1). No discernible crash patterns exist; thus, no geometric improvements are recommended.

8. NYS Route 212 at Stewart's Enter Driveway

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. One crash was reported at this intersection attributed to a sideswipe collision. No discernible crash patterns exist; therefore, no geometric improvements are recommended.

9. NYS Route 212 at I-87 Northbound Ramps/McDonald's Driveway

As shown in **Table 5**, the intersection has a crash rate that is approximately 2.50 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (10), right angle (2), and sideswipe (8). The following crash patterns were reported:

- Rear End
  - Eastbound (seven crashes)
- Sideswipe
  - Northbound (four crashes)

The reported rear end crashes (50%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally due to driver inattention, driver error, unsafe speeds, or following too closely. The causes of the sideswipe crashes were generally due to unsafe lane changing, failure to stay in lane, or failure to stay in lane. No other discernible crash patterns exist; thus, no geometric improvements are recommended.

10. NYS Route 212 at Pizza Star Exit Driveway

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. The following crashes occurred: right turn (1), and sideswipe (1). No discernible crash patterns exist; therefore, no geometric improvements are recommended.

11. NYS Route 212 at Pizza Star Driveway

No crashes occurred at this intersection during the study period.

12. NYS Route 212 at Tomsons Road

As shown in **Table 5**, the intersection has a crash rate that is approximately 1.14 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (1), and sideswipe (1). No discernible crash patterns exist; thus, no geometric improvements are recommended.

13. NYS Route 212 at Verizon Exit Driveway

No crashes occurred at this intersection during the study period.

14. NYS Route 212 at Kings Highway/Buns Burger Driveway

As shown in **Table 5**, the intersection has a crash rate that is approximately 2.35 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (10), right angle (2), sideswipe (2), fixed object (2), and other (1). The following crash patterns were reported:

- Rear End
  - Northbound (six crashes)
  - Eastbound (three crashes)

The reported rear end crashes (59%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally due to driver inattention, driver error, unsafe speeds, or following too closely. No other discernible crash patterns exist; thus, no geometric improvements are recommended.

15. NYS Route 212 at Mobil Driveway

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. One crash was reported at this intersection attributed to a left turn collision. No discernible crash patterns exist; therefore, no geometric improvements are recommended.

16. NYS Route 212 at Big Lots Driveway

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. The following crashes occurred: right turn (1), sideswipe (1), and animal (1). No discernible crash patterns exist; therefore, no geometric improvements are recommended.

17. NYS Route 212 at Railroad Avenue/Abbotts Court

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (4), and other (1). The only crash pattern that was reported were four eastbound rear end crashes. The causes of the rear end crashes were generally due to driver inattention, driver error, or following too closely. No other discernible crash patterns exist; therefore, no geometric improvements are recommended.

18. NYS Route 212 at Market Street

As shown in **Table 5**, the intersection has a crash rate that is approximately 1.09 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (4), left turn (1), and fixed object (1). The only crash pattern that was reported were three northbound rear end crashes. The causes of the rear end crashes were generally due to driver inattention, driver error, or following too closely. No other discernible crash patterns exist; therefore, no geometric improvements are recommended.

19. Main Street at Market Street

As shown in **Table 5**, the intersection has a crash rate that is approximately 1.80 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (6), left turn (1), right angle (1), sideswipe (3), fixed object (2), other (1), and bicycle/pedestrian (2). No discernible crash patterns exist; therefore, no geometric improvements are recommended.

20. Main Street at Partition Street

As shown in **Table 5**, the intersection has a crash rate that is approximately 1.86 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (4), sideswipe (1), fixed object (8), backing (1), and bicycle/pedestrian (1). The only crash pattern that was reported were five northbound fixed crashes. The causes of the rear end crashes were generally due to driver error or turning improperly. No other discernible crash patterns exist; therefore, no geometric improvements are recommended.

21. NYS Route 32 at I-87 Southbound Ramps/Augusta Savage Road

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (1), and sideswipe (2). No discernible crash patterns exist; therefore, no geometric improvements are recommended.

22. NYS Route 32 at Old Route 32

No crashes occurred at this intersection during the study period.

24. NYS Route 32 at Mower Mill Road

As shown in **Table 5**, the intersection has a crash rate that is lower than the statewide average crash rate for similar intersections. One crash was reported at this intersection attributed to a rear end collision. No discernible crash patterns exist; therefore, no geometric improvements are recommended.

25. NYS Route 32 at Hommelville Road/Peoples Road

As shown in **Table 5**, the intersection has a crash rate that is approximately 3.26 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (10), right angle (2), and sideswipe (8). The following crash patterns were reported:

- Rear End
  - Northbound (three crashes)
  - Southbound (four crashes)
- Left Turn
  - Southbound (four crashes)

The causes of the rear end crashes were generally due to driver inattention, driver error, unsafe speeds, or following too closely. The causes of the left turn crashes were generally due to failure to yield right of way. One southbound left turn crash was caused by sun glare hindering the drivers view. As discussed in Section 7.2 and 7.4, a traffic signal is warranted and recommended at this intersection. The installation of a traffic signal with flashing yellow arrows for the permitted left turn phases can mitigate the left turn crash clusters at this intersection.

26. NYS Route 32 at Old Kings Highway

As shown in **Table 5**, the intersection has a crash rate that is approximately 4.11 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (5), left turn (6), right angle (2), sideswipe (2), and animal (1). The following crash patterns were reported:

- Rear End
  - Westbound (three crashes)
- Left Turn
  - Westbound (six crashes)

The causes of the rear end crashes were generally due to driver inattention, driver error, unsafe speeds, following too closely, or slippery conditions. The causes of the left turn crashes were generally due to failure to yield right of way or driver error. As discussed in Section 7.2 and 7.4, a traffic signal is warranted and recommended at this intersection. The installation of a traffic signal can mitigate the left turn crash cluster at this intersection.

27. NYS Route 32 at Old Route 32/Malden Turnpike

No crashes occurred at this intersection during the study period.

28. Harry Wells Road at Buffalo Road

No crashes occurred at this intersection during the study period.

5.0 BACKGROUND (NO BUILD) CONDITIONS

Background traffic volumes represent the traffic conditions during the proposed build year without development of the project. It is assumed that the development could be completed and occupied in 2028. In accordance with the DEIS Scoping Document, the analysis should be conducted for the estimated year of project completion (design year) plus 10 years. In keeping with NYSDOT standards, the design year was rounded to 2030 and prepared traffic projections for 10 years beyond the estimated time of completion (ETC+10) – 2040. Traffic volume data from various ATRs published on the NYSDOT *Traffic Data Viewer* were reviewed and an annual growth rate of +0.50%[2] was calculated. This growth

[2] NYSDOT ATR Station ID/Roadway/Growth Rate: 860027/NYS Route 32/+0.47% | 860054/NYS Route 212/-0.73% | 860055/NYS Route 32/-0.60% | 860108/NYS Route 212/+0.68% | 868009/Kings Hwy/+0.79% | 860254/NYS Route 32/+0.16%

rate, upon review and approval by the Town's Traffic Consultant, Philip Grealy, was applied to the 2023 existing calibrated volumes and compounded annually for 17 years.

The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not typically included in a traffic analysis. Both CM and, more recently, PA contacted the Town's Planning Board Secretary, Becky Bertorelly, as well as the Town's Traffic Engineering Consultant, Philip Grealy, who identified other developments in the area that, if approved and constructed, could potentially increase traffic within the study area.[3] **Table 6** summarizes the other planned development projects that are considered in this analysis. Attachment E contains the correspondence between Passero and the Town's Planning Board Secretary.

Table 6: *Other Planned Development Projects*

Project	Type	Location	Source of Trip Generation	Total Peak Hour Trips Generated in Study Area by Projects				
				Weekday AM	Weekday PM	Friday PM	Saturday Midday	Sunday Midday
Glasco Apartments	Multifamily	Route 9W/ 260 Glasco Tpke	Colliers	57	70	70	52	46
SherLilly, LLC	Dog Training Facility	51 Industrial Drive	Daniel J Gosselin, P.E.	10	10	10	31	31

Traffic generated by these developments was added to the study intersections in addition to the annual growth rate. These resulting Background Traffic Volumes are shown on Figures 4A-4C.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

Saugerties Farm LLC is proposing to rezone ±840 acres of predominately vacant land in the General Business (GB) and Moderate Density Residential (MDR) districts to a Planned Development district (PDD). To assess any potential adverse traffic impacts due to the proposed project, three alternatives are being considered: (1) Current Zoning or as-of-right plan (AOR), (2) Sponsor's Preferred plan (SP), and (3) the Reasonable Worst-Case Scenario (RWCS).

The AOR is comprised of the following components based on the current property zoning:

- **Single Family Housing:**
  - ±773 units on approximately 419 acres
- **Commercial Development Land Use(s) zoned general business:**
  - ±26 acres
- **Access:** Provided via two driveways on NY-32 and three driveways on NY-212.

[3] According to the CM TIS, Starbucks at 334/330 Route 212 is a development that was identified by the Planning Board Secretary. However, the Town did not require a traffic study. It was assumed that traffic generated by the Starbucks development, which consists mostly of pass-by trips, would be accounted for by applying the 0.5% background growth rate.

The SP plan includes careful planning and consideration of where development should occur on the site based on a host of studies that have been commissioned by the landowners. These technical studies have been used to fine-tune the SP plan relative to the location of buildings, roads, and uses on the project site. The SP plan is comprised of the following components:

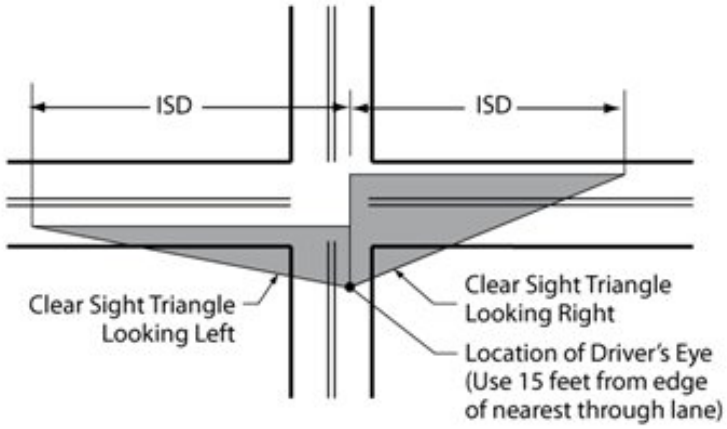
- **Residential:**
  - ±154 single family home units
  - ±110 townhouses
  - ±650 condo/apartment units
- **Commercial Development:**
  - ±419,800 square feet of commercial retail space
  - a campground with 100 cabins
  - a 150-room boutique hotel
  - a conference center with 250 hotel rooms
  - a 5,000-person amphitheater
  - ±250,000 square feet of lab or light- industrial space
- **Access:** Provided via two driveways on NY-32 and two driveways on NY-212.

The RWCS was created to show a reasonable maximum development scenario under the new proposed zoning regulations, which includes less residential homes but larger commercial and tech industrial spaces compared to the SP Plan. The RWCS plan includes the following components:

- **Residential:**
  - ±133 single family home units
  - ±115 townhouses
  - ±800 condo/apartment units
- **Commercial Development:**
  - ±425,000 square feet of commercial retail space
  - a campground with 157 cabins and RV sites
  - a 150-room boutique hotel
  - a conference center with 250 hotel rooms
  - a 5,000-person amphitheater
  - ±375,000 square feet of lab or light- industrial space
- **Access:** Provided via two driveways on NY-32 and one driveway on NY-212.

6.2 Driveway Sight Distance Evaluation

This study investigated available sight distances at the driveway locations. Sight distance is provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles. This should occur in sufficient time for a motorist to stop or adjust their speed, as appropriate, to avoid a collision at the intersection. Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting highway to anticipate and avoid potential incidents.



If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate Stopping Sight Distance (SSD) for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. To enhance traffic operations, Intersection Sight Distances (ISD) that exceed that exceed SSD are desirable along the major road.

Sight distance is evaluated using guidance contained within the latest edition of *A Policy on Geometric Design of Highways and Streets 7th Edition* published by the American Association of State Highway and Transportation Officials (AASHTO) and the NYSDOT *Highway Design Manual* to establish the required SSD and desirable ISD. The recommended sight distances are based on a road's design speed (posted plus 5 mph).

All site driveways will be signalized thereby eliminating most sight distance concerns. As each phase of the project goes through the site planning process and updated traffic studies are provided, they should look closely at the access points at that time to determine if right turn on red movements should be prohibited due to sight distance concerns.

6.3 Trip Generation

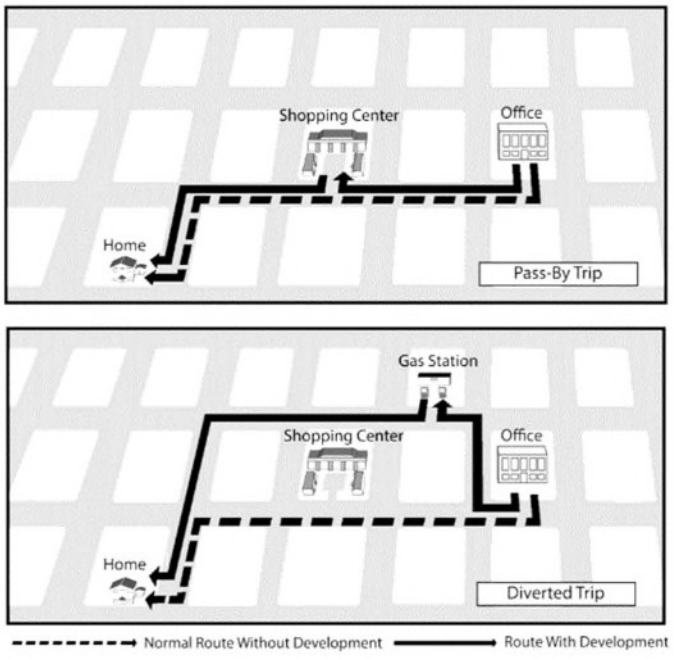
The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development.

The latest *Trip Generation Manual 11th Edition* published by the ITE is the industry standard and is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic, adjacent existing land uses, and the proposed project represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

In order to provide a realistic estimate of trip generation, various credits were considered including Internal Capture, Pass-By, and Diverted- Link. These are discussed in more detail below.

Internal Capture – The ITE's *Trip Generation Handbook*, 3rd Edition, states that in mixed-use developments, such as that identified in the Winston Farm PDD, individual land uses tend to interact by attracting a portion of each other's trip generation, which is referred to as Internal Capture. For example, a resident of the PDD visiting the commercial uses available on-site. These internal trips occur internally to the site and do not impact the public roadway network. Using

the ITE methodology and published internal capture rates, internal trips were calculated for each of the study peak hours under all three scenarios (AOR, SP, RWCS). It should be noted that internal capture was calculated separately for the northeastern and southern areas of the proposed site, because there is no internal cross-access between them and trips visiting both areas would impact the adjacent roadway system.



Pass-By and Diverted Link – ITE's Trip Generation Handbook also states that not all traffic entering or exiting a site driveway is necessarily new traffic added to the roadway system. For example, the top image to the right shows a *shopping center* that is expected to attract traffic already traveling on the adjacent roadway to make an intermediate stop before continuing the original path towards their primary destination. These trips are referred to as Pass-by trips and they are not new to the overall roadway network.

Additionally, the bottom image above shows a *gas station* that is expected to attract traffic already traveling within the vicinity requiring them to divert from their original path in order to access the site before returning to the normal path towards their primary destination. These trips are referred to as Diverted Link trips, and they add traffic to streets adjacent to a site while removing trips on nearby streets. Based on ITE published data, appropriate rates for pass-by and diverted link trips were applied to the commercial trip generation for each of the analysis peak hours under all three scenarios. It should be noted that the ITE pass-by and diverted rates were adjusted such that the pass-by volumes didn't exceed 10% of the adjacent roadway traffic volumes at each site driveway.

Table 7 summarizes the overall peak hour trip generation of the subject site under all three scenarios, after accounting for internal capture, pass-by trips, and diverted link trips. These trips are referred to as Primary trips. Please note that no transit trip reductions were applied in this report.

Table 7: *Peak Hour Site Generated Trip Generation Summary*

Scenario		Weekday AM Peak Hour			Weekday PM Peak Hour			Friday PM Peak Hour			Saturday Midday Peak Hour			Sunday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
As-of-Right	Total Site Generated Trips	327	494	821	918	758	1,676	969	695	1,664	1,048	941	1,989	772	751	1,523
	Internal Capture	0	0	0	-26	-19	-45	-29	-18	-47	-24	-21	-45	-20	-19	-39
	Pass-By Trips	0	0	0	-150	-153	-303	-158	-133	-291	-144	-130	-274	-135	-139	-274
	Diverted Trips	0	0	0	-150	-155	-305	-111	-94	-205	-212	-193	-405	-96	-98	-194
	Total Primary Trips	**327**	**494**	**821**	**592**	**431**	**1,023**	**671**	**450**	**1,121**	**668**	**714**	**1,265**	**521**	**495**	**1,016**
Sponsors Preferred	Total Site Generated Trips	645	583	1,228	1,316	1,293	2,609	1,476	1,371	2,847	1,558	1,419	2,977	1,016	1,037	2,053
	Internal Capture	0	0	0	-106	-104	-210	-115	-109	-224	-119	-111	-230	-76	-79	-155
	Pass-By Trips	0	0	0	-193	-197	-390	-202	-192	-394	-190	-171	-361	-123	-121	-244

Scenario		Weekday AM Peak Hour			Weekday PM Peak Hour			Friday PM Peak Hour			Saturday Midday Peak Hour			Sunday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
	Diverted Trips	0	0	0	-207	-211	-418	-233	-213	-446	-316	-281	-597	-136	-131	-267
	Total Primary Trips	**645**	**583**	**1,228**	**810**	**781**	**1,591**	**926**	**856**	**1,783**	**933**	**856**	**1,789**	**681**	**706**	**1,387**
Reasonable Worst Case	Total Site Generated Trips	754	642	1,396	1,398	1,379	2,777	1,510	1,398	2,908	1,642	1,492	3,134	1,127	1,148	2,275
	Internal Capture	0	0	0	-111	-105	-216	-114	-119	-233	-125	-114	-239	-86	-84	-170
	Pass-By Trips	0	0	0	-202	-206	-408	-207	-185	-392	-207	-186	-393	-128	-127	-255
	Diverted Trips	0	0	0	-212	-215	-427	-237	-213	-450	-311	-277	-588	-138	-134	-272
	Total Primary Trips	**754**	**642**	**1,396**	**873**	**853**	**1,726**	**952**	**881**	**1,833**	**999**	**915**	**1,914**	**775**	**803**	**1,578**

Table 7 shows that under the AOR scenario, the project would generate the fewest amount of peak hour trips. Under the SP scenario, the project would generate more trips than under AOR scenario during each of the study peak hours with the lowest difference being 371 total trips and the greatest difference being 662 total trips. Finally, under the RWCS scenario, the project would generate more trips than under both the AOR and SP scenarios during each of the study peak hours. Detailed trip generation tables summarizing the peak hour and daily trip generation, the applicable ITE Land Use Codes, and applicable trip reductions, which are discussed herein, for each scenario are provided in the attachments.

The AOR scenario is expected to generate approximately 327 entering/494 exiting vehicle trips during the AM peak hour, 592 entering/431 exiting vehicle trips during the PM peak hour, 671 entering/450 exiting vehicle trips during the Friday peak hour, 668 entering/714 exiting vehicle trips during the Saturday peak hour, and 521 entering/495 exiting vehicle trips during the Sunday peak hour. The SP scenario is expected to generate approximately 645 entering/583 exiting vehicle trips during the AM peak hour, 810 entering/781 exiting vehicle trips during the PM peak hour, 926 entering/856 exiting vehicle trips during the Friday peak hour, 933 entering/856 exiting vehicle trips during the Saturday peak hour, and 681 entering/706 exiting vehicle trips during the Sunday peak hour. The RWCS scenario is expected to generate approximately 754 entering/642 exiting vehicle trips during the AM peak hour, 873 entering/853 exiting vehicle trips during the PM peak hour, 952 entering/881 exiting vehicle trips during the Friday peak hour, 999 entering/915 exiting vehicle trips during the Saturday peak hour, and 775 entering/803 exiting vehicle trips during the Sunday peak hour.

6.4 Trip Distribution

The cumulative effect of site generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. Trip distribution patterns determined in the March 8, 2024 CM TIS were used for this analysis. The following explains the methodology used in the CM TIS.

Traffic generated by the project was distributed throughout the adjacent roadway system based on potential travel patterns and places of interest for the future users of the project. The analysis assumes that the commercial and residential components will attract approximately 50% of their trips from "inner town" local roads and 50% from I-87, while the hotel and recreational components will attract approximately 80% of their trips from I-87 and 20% from local roads. Pass-by trips were assumed to occur mostly via Augusta Savage Road rather than the NYS Route 212 site driveway since the commercial uses would be located along the NYS Route 32 frontage. Diverted Link trips were added to the I-87 northbound and southbound ramps to account for motorists diverting from their typical route to visit the site.

It should be noted that the same general trip distributions were used for the SP and RWCS analyses. For the AOR analysis, the overall regional distribution was maintained; however, the local distributions at the study intersections were modified to account for differences in the access driveway location. These distributions are illustrated on Figures 5A-5I.

6.5 Trip Assignment

The site-generated traffic volumes associated with the AOR scenario were assigned to the study roadway network as shown on Figures 6A-6L for pass- by and diverted link trips and Figures 6M-6O for the total site generated trips. Similarly, the site-generated traffic volumes associated with the SP scenario were assigned to the study roadway network as shown on Figures 6P-6AA for pass-by and diverted link trips and Figures 6AB-6AD for the total site generated trips. Lastly, the site-generated traffic volumes associated with the RWCS scenario were assigned to the study roadway network as shown on Figures 6AE-6AP for pass-by and diverted link trips and Figure 6AQ-6AS for the total site generated trips.

6.6 Full Development Volumes

The proposed design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (**Figures 4A-4C**) and the new AOR site-generated traffic volumes (**Figures 6M-6O**) to yield the traffic volumes under 2040 Build Traffic Volumes (AOR) condition, the new SP site-generated traffic volumes (**Figures 6AB-6AD**) to yield the traffic volumes under 2040 Build Traffic Volumes (SP) condition, and the new RWCS site-generated traffic volumes (**Figures 6AQ-6AS**) to yield the traffic volumes under 2040 Build Traffic Volumes (RWCS) condition.

The 2040 Build Traffic Volumes (AOR) are shown on Figures 7A-7C, the 2040 Build Traffic Volumes (SP) are shown on Figures 7D-7F, and the 2040 Build Traffic Volumes (RWCS) are shown on Figures 7G-7I.

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Left-Turn Warrant Analysis

This study used the Transportation Research Board's (TRB) *NCHRP Report 279 Intersection Channelization Design Guide* to evaluate the volume warrants for a left-turn treatment at the NY-212/Proposed Easterly Driveway, NY-212/Proposed Westerly Driveway, and NY-32/Proposed Driveway intersections under the Sponsor's Preferred full build conditions. Provisions for left-turn lane facilities should be established where traffic volumes are high enough and safety considerations are sufficient to warrant the additional lane. This investigation analyzed warrants during the weekday AM and PM, Friday, Saturday, and Sunday peak hours for the intersections under the Sponsor's Preferred full development conditions. The left-turn warrants are based on a combination of the percentage of left-turning traffic, advancing traffic, opposing traffic, and the design speed of the major roadway (posted speed plus 5 mph) at the study intersections.

The combination of eastbound traffic volumes turning left into the proposed easterly driveway from NY-212 and the design speed of NY-212 indicate that a left-turn treatment is warranted during all peak hours under full development conditions. Given that, it is recommended that an eastbound left-turn lane is constructed at this intersection.

The combination of eastbound traffic volumes turning left into the proposed westerly driveway from NY-212 and the design speed of NY-212 indicate that a left-turn treatment is not warranted during all peak hours under full development conditions.

The combination of northbound traffic volumes turning left into the proposed driveway from NY-32 and the design speed of NY-32 indicate that a left-turn treatment is warranted during all peak hours under full development conditions. Given that, it is recommended that a northbound left-turn lane is constructed at this intersection.

7.2 Traffic Signal Warrant Investigation

A traffic signal warrant analysis was performed at the existing NY-32/Peoples Rd/Hommelville Rd and NY-32/Old Kings Hwy intersections under existing, background, and the Sponsor's Preferred full build conditions and at the NY-212/Proposed Easterly Driveway and NY-32/Proposed Driveway intersections under the Sponsor's Preferred full build conditions. The need for a traffic signal is determined by comprehensive investigation of existing traffic conditions and physical characteristics at the location. The *Standard Specifications Update for the adoption of the National MUTCD (FHWA)* and the *New York State Supplement* were reviewed to investigate the need for a traffic control signal at these locations. There are nine (9) warrants, and they are as follows:

- Warrant 1 Eight-Hour Vehicular Volume
- Warrant 2 Four-Hour Vehicular Volume
- Warrant 3 Peak Hour Vehicular Volume
- Warrant 4 Pedestrian Volume
- Warrant 5 School Crossing
- Warrant 6 Coordinated Signal System
- Warrant 7 Crash Experience
- Warrant 8 Roadway Network
- Warrant 9 Intersection Near a Grade Crossing

Prior to applying warrants, the MUTCD suggests consideration of the effects of right-turn volumes on the minor street approach, and a 20% reduction was taken in the number of right-turn vehicles exiting the minor street approach at each intersection. 24-hour bi-directional data collected by NYSDOT in 2018 and 2019 was used to determine the hourly distribution of traffic along NY-212 and NY-32, respectively, for the signal warrant at all intersections. The hourly distribution of traffic on Old Kings Hwy is based on 24-hour southbound data collected by NYSDOT in 2024. The hourly distribution of traffic on Mineral Springs Rd is based on 24-hour northbound data collected by NYSDOT in 2023. ITE data was used to project the hourly distribution of traffic exiting the proposed easterly driveway along NY-212 and the proposed driveway along NY-32. Based on the existing speed limit of 40 MPH on NY-212 and 55 MPH on NY-32, 70% thresholds in Table 4C-1, Figure 4C-2, and Figure 4C-4 of the MUTCD are used as a basis for analysis to be conservative.

1. Warrant 1 is subdivided into Condition A and Condition B. The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. These conditions are satisfied when, for each of any eight hours of an average day, anticipated volumes on the artery and side road are more than the minimum values presented in Tables 4C-1 in the MUTCD.
    - **At the existing NY-32/Peoples Rd/Hommelville Rd intersection, the warrant for Condition A is not met under any condition, and the warrant for Condition B is only met under full build conditions.**
    - **At the existing NY-32/Old Kings Hwy intersection, the warrant for Condition A is met under all conditions, and the warrant for Condition B is also met under all conditions.**
    - **At the NY-212/Proposed Easterly Driveway intersection, the warrant for Condition A is met under full build conditions, and the warrant for Condition B is also met under full build conditions.**

- **At the NY-32/Proposed Driveway intersection, the warrant for Condition A is met under full build conditions, and the warrant for Condition B is also met under full build conditions.**

2. Warrant 2, the Four-Hour Vehicular Volume signal warrant conditions, are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. This warrant stipulates that for any four hours of a day, minimum threshold volumes are met on the artery and side road.
    - **At the existing NY-32/Peoples Rd/Hommelville Rd intersection, this warrant is only met under full build conditions.**
    - **At the existing NY-32/Old Kings Hwy intersection, this warrant is met under all conditions.**
    - **At the NY-212/Proposed Easterly Driveway intersection, this warrant is met under full build conditions.**
    - **At the NY-32/Proposed Driveway intersection, this warrant is met under full build conditions.**

3. Warrant 3 is intended for applications where minor street traffic suffers undue delay in entering or crossing the major street for one hour of the day. It stipulates that the warrant shall be applied in unusual cases (high-occupancy vehicle facilities – i.e., shopping centers, office parks) where a large number of vehicles discharge over a short period of time. The need for a traffic control signal shall be considered if the criteria in *either* of the following two categories are met:
    a. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
        i. The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and

        ii. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and

        iii. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

    b. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-4 for the existing combination of approach lanes.
    - **At the existing NY-32/Peoples Rd/Hommelville Rd intersection, this warrant is only met under full build conditions.**
    - **At the existing NY-32/Old Kings Hwy intersection, this warrant is met under all conditions.**
    - **At the NY-212/Proposed Easterly Driveway intersection, this warrant is met under full build conditions.**
    - **At the NY-32/Proposed Driveway intersection, this warrant is met under full build conditions.**

4. Warrant 4 is met when pedestrians experience excessive delay in crossing the major street because the traffic volumes are so heavy. The intersections currently have low pedestrian activity which is not likely to increase significantly under future development. **This warrant is not met at either intersection.**

5. Warrant 5 is met when a sufficient number of gaps in traffic do not exist for certain size and frequency of school children to cross the major roadway. **This warrant is not met at any study intersection.**

6. Warrant 6 is met when a traffic signal is needed to maintain progressive movement and vehicle platooning in a coordinated signal system. T**his warrant is not met at any study intersection**.

7. Warrant 7 is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The need for a traffic control signal shall be considered if *all* of the following criteria are met:

    a. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce crash frequency.

    b. At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash).

        i. The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-4 for total angle crashes and pedestrian crashes (all severities); or

        ii. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-4 for total fatal-and-injury angle crashes and pedestrian crashes; or

        iii. The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-5 for total angle crashes and pedestrian crashes (all severities); or

        iv. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-5 for total fatal-and-injury angle crashes and pedestrian crashes; and

    c. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).

        Crash data for the existing NY-32/Peoples Rd/Hommelville Rd and NY-32/Old Kings Hwy intersections was obtained from NYSDOT and reviewed for the time period from October 1, 2019, through September 30, 2024. Review of the crash data indicates that this warrant is met at both intersections.

8. Warrant 8 is met when a traffic signal might encourage concentration and organization of traffic flow on a roadway network. This warrant primarily focuses on two major intersecting roadways, which is not the case at any of the study intersections. **This warrant is not met at any study intersection.**

9. Warrant 9 is applicable when an intersection is located near an at-grade rail crossing. **This warrant is not met at any study intersection.**

Table 8 summarizes the signal warrant findings at the four intersections evaluated. Based upon the results, a traffic signal is warranted at all four intersections under full build conditions. In order to determine the optimal mitigation for these intersections, the installation of a traffic signal and a roundabout were considered at these locations. The results of this analysis and the recommended mitigation are discussed in Section 7.4.

Table 8: *Signal Warrant Analysis Results*

WARRANT	SATISFACTION OF WARRANTS					
	NY-32/PEOPLES RD/HOMMELVILLE RD			NY-32/OLD KINGS HWY		
	EXISTING	BACKGROUND	FULL BUILD	EXISTING	BACKGROUND	FULL BUILD
1A – Eight-Hour Condition A	NO	NO	YES	YES	YES	YES
1B – Eight-Hour Condition B	NO	NO	YES	YES	YES	YES
2 – Four-Hour	NO	NO	YES	YES	YES	YES
3 – Peak-Hour	NO	NO	YES	YES	YES	YES
4 – Pedestrian Volume	NO	NO	NO	NO	NO	NO
5 – School Crossing	NO	NO	NO	NO	NO	NO
6 – Coordinated Signal System	NO	NO	NO	NO	NO	NO
7 – Crash Experience	YES	N/A	N/A	YES	N/A	N/A
8 – Roadway Network	NO	NO	NO	NO	NO	NO
9 – Intersection Near a Grade Crossing	NO	NO	NO	NO	NO	NO

WARRANT	SATISFACTION OF WARRANTS	
	NY-212/PROPOSED EASTERLY DWY	NY-32/PROPOSED DWY
1A – Eight-Hour Condition A	YES	YES
1B – Eight-Hour Condition B	YES	YES
2 – Four-Hour	YES	YES
3 – Peak-Hour	YES	YES
4 – Pedestrian Volume	NO	NO
5 – School Crossing	NO	NO
6 – Coordinated Signal System	NO	NO
7 – Crash Experience	N/A	N/A
8 – Roadway Network	NO	NO
9 – Intersection Near a Grade Crossing	NO	NO

7.3 Roundabout Feasibility Analysis

A feasibility evaluation for roundabouts was performed at the following intersections:

- NYS Route 32/Old Kings Highway
- NYS Route 32/Peoples Road
- NYS Route 32/Northeast Area Driveway
- NYS Route 32/Augusta Savage Road/Interstate-87 SB Ramp
- NYS Route 32/NYS Route 212
- NYS Route 212/South Area Driveway

These intersections were selected as the project proposes to either improve them with a signal, or they are considered key intersections.

The feasibility evaluation was performed according to the capacity thresholds detailed in Exhibits 26-1 "Traffic Volumes Thresholds" and 26-2 "Capacity Limits for Roundabouts" from Chapter 26 of the NYSDOT Highway Design Manual (NYSDOT HDM). The former of these exhibits bases the feasibility of a roundabout on the Intersection ADT, while the latter bases the feasibility of a roundabout on the comparison of peak hour entering traffic against peak hour circulating traffic as the ability for vehicles approaching the roundabout to find sufficient gaps in the circulating traffic, which tends to limit the capacity of a roundabout. **Table 9** summarizes the estimated intersection ADT and the maximum sum of entering traffic and circulating traffic. Table 9 then provides the resulting guidance based on those two metrics.

Table 9: *Feasibility Evaluation for Roundabouts*

Intersection	Estimated ADT	NYSDOT Guidance Per Exhibit 26-1	Max. Sum of Entering and Circulating Peak Hour Traffic Volumes	NYSDOT Guidance Per Exhibit 26-2
NYS Route 32/ Old Kings Hwy	15,516 vpd	• Single-Lane Roundabout likely to operate acceptably	914 vph (NY Route 32 NB Approach)	• Single-Lane Roundabout is acceptable
NYS Route 32/ Peoples Rd	17,482 vpd	• Single-Lane Roundabout may be sufficient • Double-Lane Roundabout likely to operate acceptably	986 vph (Peoples Rd WB Approach)	• Single-Lane • Roundabout is acceptable
NYS Route 32/ NE Area Dwy	19,571 vpd	• Single-Lane Roundabout may be sufficient • Double-Lane Roundabout likely to operate acceptably	1,162 vph (NY-32 NB Approach)	• Single-Lane Roundabout is acceptable, but may require right-turn only • lanes
NYS Route 32/ Augusta Savage Rd/ I-87 SB Ramp	36,617 vpd	• Double-Lane Roundabout may be sufficient	1,893 vph (I-87 WB Approach)	Double-Lane Roundabout is acceptable
NYS Route 32/ NYS Route 212	31,280 vpd	• Double-Lane Roundabout likely to operate acceptably	1,612 vph (NY-212 WB Approach)	• Double-Lane • Roundabout is acceptable

Intersection	Estimated ADT	NYSDOT Guidance Per Exhibit 26-1	Max. Sum of Entering and Circulating Peak Hour Traffic Volumes	NYSDOT Guidance Per Exhibit 26-2
NYS Route 212/ S Area Dwy	10,549 vpd	• Single-Lane Roundabout likely to operate acceptably	635 vph (NY-212 WB Approach)	Single-Lane Roundabout is acceptable

As shown in Table 9, all intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT. It should be noted that the geometric feasibility, i.e. the constructability of a roundabout, was not investigated at this time. For the purposes of this study, detailed operational analyses of these intersections were not conducted. Rather, capacity improvements and/or phasing and timing changes were explored to mitigate operational constraints expected under the 2040 Sponsors Preferred Build conditions. A more detailed evaluation should be conducted as traffic studies are updated during the site plan approval processes in the future.

7.4 Special Event Traffic

It is anticipated that the majority of special events at the proposed venue will occur outside of the studied peak hours either on weekday evenings or Saturdays/Saturday evenings. As such, it was assumed that any special event traffic that would occur during the peak hours would be negligible.

As the proposed development moves through the future site plan review process, detailed design related to the number of parking spaces, appropriate on and off-site wayfinding, and the need for temporary event traffic control should be evaluated.

7.5 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the latest *Highway Capacity Manual (HCM) 7th Edition* published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. **Table 10** depicts Level of Service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Table 10: *Level of Service Criteria*

LOS	Signalized Control	Unsignalized Control
A	< 10	< 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

LOS for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. LOS for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur.

This evaluation was supplemented with traffic simulation modeling using an extension of Synchro called SimTraffic. During simulation modeling, vehicles are individually tracked, and statistics are recorded on a second-by-second basis to determine the delays each vehicle experiences. Since SimTraffic simulation modeling is microscopic and stochastic, meaning car movement parameters vary randomly within a set distribution based on an initial seed number, the same traffic volume may result in slightly different results depending on the random seed used. Therefore, simulation results are reported based on an average value of multiple simulation runs to reduce the variability in results.

7.6 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background, and the three 2040 Build Conditions (AOR, SP, and RWCS) are listed in **Table 11**. The discussion following the table summarizes capacity conditions. The detailed Synchro capacity analysis worksheets are contained in the Attachments.

TABLE 11: CAPACITY ANALYSIS RESULTS

INTERSECTION	2023 EXISTING BASE CONDITIONS										2040 BACKGROUND CONDITIONS										2040 FULL BUILD CONDITIONS - AS OF RIGHT									
	AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN	
1. NYS Route 212/Blue Mountain Road (U)																														
EB Left - NYS Route 212	A	8.4	A	8.1	A	8.2	A	7.8	A	7.7	A	8.5	A	8.2	A	8.3	A	7.9	A	7.7	A	8.9	A	8.4	A	8.5	A	8.1	A	7.9
SB Left - Blue Mountain Road	C	18.2	B	14.2	B	14.2	B	12.4	B	12.1	C	21.8	C	15.5	C	15.5	B	13.2	B	12.7	E	35.0	C	19.7	C	19.9	C	16.6	C	15.2
SB Right - Blue Mountain Road	B	10.0	A	9.9	B	10.2	A	9.4	A	9.3	B	10.3	B	10.1	B	10.4	A	9.6	A	9.4	B	11.3	B	10.5	B	11.0	B	10.2	A	9.8
2. NYS Route 212/Churchland Road (U)																														
WB Left - NYS Route 212	A	7.9	A	8.0	A	8.1	A	8.2	A	7.9	A	8.0	A	8.1	A	8.2	A	8.3	A	8.0	A	8.1	A	8.3	A	8.4	A	8.6	A	8.2
NB - Churchland Road	B	13.2	B	13.8	B	14.1	B	12.3	B	11.7	B	13.9	B	14.8	C	15.3	B	12.9	B	12.2	B	14.7	C	17.0	C	17.5	B	14.3	B	13.4
3. NYS Route 212/Proposed Driveway (U)																														
EB Left - NYS Route 212																														
SB - Proposed Driveway		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
3. NYS Route 212/Proposed Driveway (S)																														
EB Left - NYS Route 212																														
EB Thru - NYS Route 212																														
WB - NYS Route 212																														
SB - Proposed Driveway		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
Overall LOS																														
Volume-to-Capacity (v/c) Ratio																														
4. NYS Route 212/NYS Route 32/Speedway Dwy (S)																														
EB Left - NYS Route 212	B	12.9	B	12.5	B	11.2	B	10.9	B	12.3	B	13.4	B	13.5	B	12.1	B	12.0	B	12.8	B	14.2	B	15.0	B	15.2	B	14.3	B	13.9
EB Thru/Right - NYS Route 212	B	14.4	B	13.9	B	12.0	B	12.3	B	14.1	B	15.5	B	15.5	B	12.9	B	13.9	B	15.0	B	17.1	B	15.8	B	14.6	B	15.4	B	16.1
WB Left/Thru - NYS Route 212	C	29.8	C	29.1	C	24.6	C	23.9	C	22.3	C	32.6	C	32.5	C	29.1	C	26.3	C	26.5	C	33.8	D	35.5	D	35.4	C	34.2	C	32.7
WB Right - NYS Route 212	A	0.3	A	0.5	A	0.9	A	0.4	A	0.4	A	0.4	A	0.6	A	1.1	A	0.4	A	0.4	A	0.6	A	1.2	A	1.9	A	1.0	A	0.7
NB - Speedway Dwy	B	13.9	B	13.3	B	13.9	B	13.0	B	11.1	B	14.5	B	13.8	B	14.2	B	13.1	B	12.1	B	15.2	B	15.5	B	15.4	B	14.4	B	13.6
SB Thru/Left - NYS Route 32	C	31.1	C	31.8	C	26.6	C	25.6	C	21.1	C	33.3	C	34.7	C	33.6	C	28.6	C	25.8	E	76.7	F	152.7	F	87.8	F	142.4	F	80.4
SB Right - NYS Route 32	A	1.8	A	4.0	A	4.3	A	1.1	A	0.2	A	2.1	A	4.7	A	4.6	A	1.4	A	0.5	A	3.8	A	7.5	A	7.5	A	5.1	A	2.9
Overall LOS	**B**	**17.1**	**B**	**15.5**	**B**	**11.8**	**B**	**13.3**	**B**	**11.9**	**B**	**18.3**	**B**	**17.2**	**B**	**14.2**	**B**	**14.9**	**B**	**14.0**	**C**	**31.5**	**D**	**49.7**	**C**	**28.1**	**D**	**48.6**	**C**	**31.6**
Volume-to-Capacity (v/c) Ratio	**0.77**		**0.77**		**0.67**		**0.68**		**0.66**		**0.79**		**0.80**		**0.77**		**0.74**		**0.73**		**1.04**		**1.25**		**1.07**		**1.23**		**1.06**	
5. NYS Route 212/Churchland Lane (U)																														
WB Left - NYS Route 212	A	9.1	A	8.9	A	8.7	A	8.7	A	8.6	A	9.3	A	9.2	A	9.0	A	9.0	A	8.9	B	10.2	B	10.4	A	10.0	B	10.5	A	9.9
NB - Churchland Lane	B	13.2	B	12.7	B	12.7	C	15.6	B	12.5	B	14.0	B	13.6	B	13.7	C	17.2	B	13.4	C	17.3	C	18.2	C	17.8	D	30.8	C	17.4
6. NYS Route 212/Saugerties Manor Road (U)																														
EB Left - NYS Route 212	A	0.0	A	9.5	B	10.5	A	0.0	A	0.0	A	0.0	A	9.9	B	11.0	A	0.0	A	0.0	A	0.0	B	11.3	B	12.8	A	0.0	A	0.0
SB - Saugerties Manor Road	C	18.9	C	18.0	D	29.8	C	24.4	D	25.3	C	21.9	C	20.9	E	37.5	D	29.7	D	30.3	D	31.7	E	37.5	F	79.3	F	82.2	F	58.3
7. NYS Route 212/Stewart's Exit Dwy (U)																														
SB - Stewart's Exit Dwy	B	11.1	B	13.1	C	15.2	B	11.7	B	12.0	B	11.7	B	14.1	C	17.0	B	12.3	B	12.8	B	12.7	C	18.5	C	23.8	C	15.7	C	15.8
8. NYS Route 212/Stewart's Enter Dwy (U)																														
WB Left - NYS Route 212	A	3.2	A	4.8	A	6.4	A	5.2	A	0.0	A	3.7	A	6.8	A	4.0	A	6.3	A	0.0	A	4.0	A	7.3	A	7.9	A	7.3	B	10.6
9. NYS Route 212/I-87 Northbound Ramps/McDonald's Dwy (S)																														
EB Left - NYS Route 212	A	8.9	A	9.5	B	11.9	B	11.1	B	10.4	A	9.7	B	10.4	B	12.6	B	12.0	B	11.4	B	11.5	B	12.9	B	13.4	B	13.7	B	13.9
EB Thru - NYS Route 212	C	21.8	C	20.7	C	23.6	C	26.0	C	20.4	C	27.0	C	24.5	C	27.5	C	31.8	C	26.9	D	35.6	C	34.6	C	32.7	E	56.4	D	38.5
EB Right - NYS Route 212	A	0.5	A	0.4	A	0.0	A	0.0	A	0.4	A	0.6	A	0.5	A	0.1	A	0.0	A	0.6	A	1.4	A	1.2	A	1.2	A	1.8	A	1.6
WB Left - NYS Route 212	A	6.4	A	6.4	A	8.6	B	11.6	B	10.5	A	8.2	A	7.5	B	10.5	B	13.4	B	11.9	B	12.3	B	12.2	B	12.6	B	16.9	B	15.9
WB Thru/Right - NYS Route 212	A	8.6	A	7.5	B	12.1	B	14.9	B	15.2	A	9.6	A	9.7	B	14.3	B	16.3	B	18.0	B	11.7	B	12.9	B	16.4	B	19.9	C	22.0
NB Left - I-87 Northbound Ramps	E	55.0	D	54.3	D	54.8	D	39.2	D	38.5	D	54.5	D	54.2	E	56.0	D	39.4	D	38.6	D	52.0	E	56.1	E	72.0	E	56.9	D	37.9
NB Thru/Right - I-87 Northbound Ramps	C	24.4	B	19.8	D	39.5	B	19.1	C	21.1	C	22.0	B	16.9	D	37.8	B	15.3	B	16.9	D	35.4	D	45.2	E	58.9	D	38.2	C	30.0
NB Thru - I-87 Northbound Ramps																														
NB Right - I-87 Northbound Ramps		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
SB Left - McDonald's Dwy	D	54.6	D	53.3	D	53.6	D	39.0	D	39.4	D	54.8	D	53.6	D	53.9	D	39.1	D	39.6	D	54.8	D	53.6	D	53.9	D	39.1	D	39.6
SB Thru/Right - McDonald's Dwy	C	32.9	C	34.0	C	28.5	B	17.4	B	16.2	C	32.2	C	34.0	C	28.3	B	17.2	B	16.0	C	32.2	C	34.0	C	28.3	B	17.2	B	16.0
Overall LOS	**B**	**19.3**	**B**	**17.0**	**C**	**23.6**	**C**	**21.0**	**B**	**18.8**	**C**	**21.2**	**B**	**19.0**	**C**	**25.6**	**C**	**23.3**	**C**	**21.8**	**C**	**24.9**	**C**	**25.7**	**C**	**31.9**	**C**	**32.3**	**C**	**26.3**
Volume-to-Capacity (v/c) Ratio	**0.59**		**0.60**		**0.73**		**0.61**		**0.48**		**0.70**		**0.63**		**0.77**		**0.73**		**0.64**		**0.82**		**0.78**		**0.93**		**0.95**		**0.81**	
10. NYS Route 212/Pizza Star Exit Dwy (U)																														
SB - Pizza Star Exit Dwy	A	0.0	C	16.4	C	15.2	C	15.4	C	15.7	A	0.0	C	18.1	C	16.6	C	17.0	C	17.8	A	0.0	C	20.0	C	18.0	C	19.1	C	19.9
11. NYS Route 212/Pizza Star Dwy (U)																														
EB Left - NYS Route 212	A	0.0	A	9.3	A	9.4	A	9.0	A	8.5	A	0.0	A	9.7	A	9.8	A	9.3	A	8.7	A	0.0	A	10.0	B	10.2	A	9.6	A	8.9
SB - Pizza Star Dwy	A	0.0	A	0.0	D	31.6	D	28.4	A	0.0	A	0.0	A	0.0	E	40.5	E	36.4	A	0.0	A	0.0	A	0.0	E	48.5	E	45.1	A	0.0
12. NYS Route 212/Tomsons Road (U)																														
EB Left - NYS Route 212	A	8.5	A	9.8	A	9.7	A	8.9	A	8.5	A	8.8	B	10.2	B	10.1	A	9.2	A	8.7	A	9.0	B	10.6	B	10.5	A	9.6	A	9.0
SB - Tomsons Road	A	9.9	B	12.5	B	12.9	B	11.9	B	10.4	B	10.3	B	13.4	B	13.9	B	12.6	B	10.7	B	10.4	B	14.1	B	14.8	B	13.4	B	11.1
13. NYS Route 212/Verizon Exit Dwy (U)																														
SB - Verizon Exit Dwy	A	0.0	A	0.0	B	11.0	A	0.0	B	10.0	A	0.0	A	0.0	B	11.5	A	0.0	B	10.3	A	0.0	A	0.0	B	11.9	A	0.0	B	10.6

TABLE 11: CAPACITY ANALYSIS RESULTS

INTERSECTION	2023 EXISTING BASE CONDITIONS										2040 BACKGROUND CONDITIONS										2040 FULL BUILD CONDITIONS - AS OF RIGHT									
	AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN	
14. NYS Route 212/Kings Highway/Buns Burger Dwy (S)																														
EB Left - NYS Route 212	A	7.0	A	7.2	A	8.3	A	6.1	A	6.1	A	8.3	A	8.0	A	9.5	A	6.4	A	6.5	B	10.3	B	10.4	A	9.5	A	7.4	A	7.3
EB Thru - NYS Route 212	A	7.6	A	9.4	B	11.6	B	13.0	B	12.8	A	8.5	B	10.9	B	13.9	B	15.3	B	15.3	B	10.4	B	14.8	B	14.9	B	19.8	B	18.3
EB Right - NYS Route 212	A	1.8	A	1.5	A	2.2	A	3.0	A	3.0	A	2.1	A	2.1	A	2.8	A	3.0	A	3.1	A	2.7	A	3.0	A	2.9	A	3.4	A	3.3
WB - NYS Route 212	A	5.5	A	5.9	A	6.4	A	6.5	A	5.9	A	5.9	A	6.7	A	7.3	A	7.3	A	7.2	A	6.4	A	7.5	A	8.1	A	9.5	A	8.2
NB Left/Thru - Kings Highway	E	61.3	E	64.0	E	66.3	C	31.7	C	32.0	E	63.7	E	67.7	E	70.2	C	31.9	C	32.2	E	65.2	E	72.5	F	80.4	C	31.9	C	32.1
NB Right - Kings Highway	A	4.4	A	5.9	A	5.7	A	3.6	A	3.3	A	5.2	A	5.7	A	5.5	A	3.7	A	3.4	A	5.1	A	5.7	A	6.6	A	3.2	A	3.1
SB - Buns Burger Dwy	A	0.0	C	26.2	C	24.2	A	0.0	B	14.8	A	0.0	C	26.1	C	24.1	A	0.0	B	14.3	A	0.0	C	26.0	C	24.1	A	0.0	B	13.3
Overall LOS	**B**	**14.5**	**B**	**16.9**	**B**	**19.0**	**B**	**10.8**	**B**	**11.1**	**B**	**15.1**	**B**	**18.1**	**C**	**20.5**	**B**	**11.8**	**B**	**12.2**	**B**	**16.2**	**C**	**20.7**	**C**	**23.3**	**B**	**14.3**	**B**	**13.7**
Volume-to-Capacity (v/c) Ratio		**0.80**		**0.87**		**0.89**		**0.61**		**0.62**		**0.83**		**0.90**		**0.92**		**0.64**		**0.65**		**0.86**		**0.94**		**0.97**		**0.68**		**0.68**
15. NYS Route 212/Mobil Dwy (U)																														
WB Left - NYS Route 212	A	8.1	A	8.6	A	8.4	A	8.4	A	8.3	A	8.2	A	8.9	A	8.7	A	8.6	A	8.5	A	8.3	A	9.0	A	8.7	A	8.7	A	8.6
NB - Churchland Lane	B	10.5	B	12.0	B	13.2	B	11.4	B	10.8	B	10.8	B	13.3	B	14.7	B	11.9	B	11.2	B	11.1	B	13.8	C	15.4	B	12.3	B	11.6
16. NYS Route 212/Big Lots Dwy (S)																														
EB Left - NYS Route 212	A	1.0	A	2.0	A	1.9	A	2.6	A	2.6	A	1.4	A	2.2	A	2.3	A	2.7	A	2.6	A	1.6	A	2.6	A	2.5	A	2.7	A	2.7
EB Thru - NYS Route 212	A	1.0	A	2.4	A	2.2	A	4.2	A	3.8	A	1.7	A	2.7	A	2.6	A	4.7	A	4.2	A	1.9	A	3.2	A	2.9	A	5.0	A	4.4
WB Thru - NYS Route 212	A	2.2	A	5.4	A	5.7	A	5.5	A	5.9	A	2.6	A	5.7	A	6.0	A	6.3	A	6.1	A	2.6	A	5.8	A	6.1	A	6.4	A	6.1
WB Right - NYS Route 212	A	0.6	A	0.4	A	0.4	A	0.5	A	0.6	A	0.7	A	0.4	A	0.4	A	0.5	A	0.6	A	0.7	A	0.4	A	0.4	A	0.5	A	0.6
SB Left - Big Lots Dwy	D	48.3	E	56.2	E	56.0	D	39.5	D	39.3	D	48.3	E	56.5	E	56.4	D	39.8	D	39.6	D	48.3	E	56.5	E	56.4	D	39.8	D	39.6
SB Right - Big Lots Dwy	C	25.9	B	16.1	B	16.1	B	14.0	B	14.1	C	25.8	B	15.5	B	15.8	B	13.6	B	13.8	C	25.8	B	15.5	B	15.8	B	13.6	B	13.8
Overall LOS	**A**	**2.3**	**A**	**7.4**	**A**	**7.4**	**A**	**6.5**	**A**	**6.8**	**A**	**2.7**	**A**	**7.5**	**A**	**7.5**	**A**	**7.0**	**A**	**6.9**	**A**	**2.8**	**A**	**7.6**	**A**	**7.5**	**A**	**7.1**	**A**	**6.9**
Volume-to-Capacity (v/c) Ratio		**0.21**		**0.47**		**0.48**		**0.37**		**0.42**		**0.25**		**0.50**		**0.50**		**0.38**		**0.43**		**0.27**		**0.50**		**0.50**		**0.38**		**0.43**
17. NYS Route 212/Railroad Avenue/Abbotts Court (U)																														
EB Left - NYS Route 212	A	0.0	A	0.0	A	0.0	A	0.0	A	8.2	A	0.0	A	0.0	A	0.0	A	0.0	A	8.3	A	0.0	A	0.0	A	0.0	A	0.0	A	8.4
WB Left - NYS Route 212	A	8.0	A	8.5	A	8.6	A	8.4	A	8.2	A	8.2	A	8.8	A	8.9	A	8.6	A	8.3	A	8.3	A	8.9	A	9.0	A	8.7	A	8.5
NB - Railroad Ave	B	10.6	B	13.6	B	13.6	B	13.2	B	12.0	B	11.0	C	15.2	C	15.3	B	14.4	B	12.8	B	11.3	C	16.0	C	16.0	C	15.3	B	13.4
SB - Abbotts Court	C	18.6	D	29.8	C	21.7	A	0.0	C	16.6	C	21.7	E	38.6	D	26.9	A	0.0	C	18.8	C	23.7	E	43.7	D	30.1	A	0.0	C	20.5
18. NYS Route 212/Market Street (S)																														
EB Left - NYS Route 212	A	4.2	A	4.8	A	5.7	A	4.8	A	3.2	A	4.6	A	5.6	A	6.5	A	5.2	A	3.5	A	4.9	A	6.2	A	7.2	A	5.8	A	3.8
EB Right - NYS Route 212	A	3.9	A	4.4	A	5.2	A	4.9	A	3.3	A	4.1	A	5.0	A	5.8	A	5.4	A	3.7	A	4.4	A	5.4	A	6.3	A	5.8	A	4.0
WB - Market Street	B	12.8	B	11.2	B	12.0	B	14.6	A	8.6	B	13.9	B	13.6	B	14.4	B	16.0	A	9.4	B	14.5	B	14.8	B	15.8	B	17.1	B	10.1
SB - Market Street	C	30.8	D	51.7	D	51.4	C	31.2	D	51.0	C	31.1	D	51.6	D	51.4	C	31.6	D	51.2	C	31.1	D	51.7	D	51.2	C	32.0	D	51.1
Overall LOS	**B**	**12.6**	**B**	**15.5**	**B**	**18.0**	**B**	**13.5**	**B**	**12.3**	**B**	**13.2**	**B**	**16.3**	**B**	**18.8**	**B**	**14.2**	**B**	**12.6**	**B**	**13.3**	**B**	**17.0**	**B**	**19.4**	**B**	**14.8**	**B**	**13.0**
Volume-to-Capacity (v/c) Ratio		**0.50**		**0.68**		**0.73**		**0.57**		**0.58**		**0.52**		**0.70**		**0.75**		**0.59**		**0.61**		**0.54**		**0.72**		**0.76**		**0.61**		**0.63**
19. Main Street/Market Street/James Street (S)																														
EB - Main Street	B	14.6	B	16.2	B	14.7	B	14.4	B	14.0	B	16.0	B	19.7	B	17.0	B	16.2	B	15.7	B	17.2	C	21.4	B	17.9	B	17.2	B	16.7
WB Left/Thru - Main Street	A	9.3	B	10.3	A	9.3	A	9.9	B	10.0	B	10.1	B	12.4	B	10.6	B	11.0	B	11.0	B	11.0	B	13.2	B	11.2	B	11.7	B	11.7
WB Right - Main Street	A	0.1	A	0.2	A	0.1	A	0.1	A	0.1	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2
SB - Market Street	B	13.2	B	14.9	B	14.8	B	11.8	B	11.6	B	14.8	B	16.2	B	16.6	B	12.8	B	12.4	B	15.1	B	15.9	B	16.8	B	13.0	B	12.6
Overall LOS	**B**	**10.4**	**B**	**11.4**	**B**	**11.1**	**A**	**9.5**	**A**	**9.1**	**B**	**10.9**	**B**	**12.9**	**B**	**12.5**	**B**	**10.3**	**A**	**9.8**	**B**	**11.3**	**B**	**13.0**	**B**	**12.5**	**B**	**10.3**	**A**	**10.0**
Volume-to-Capacity (v/c) Ratio		**0.49**		**0.57**		**0.53**		**0.48**		**0.47**		**0.55**		**0.63**		**0.61**		**0.53**		**0.52**		**0.58**		**0.63**		**0.62**		**0.55**		**0.55**
20. Main Street/Partition Street (S)																														
EB - Main Street	B	14.1	B	13.9	B	14.5	B	15.1	B	15.0	B	17.3	B	16.0	B	16.8	B	17.0	B	16.7	B	20.0	B	17.4	B	18.7	B	19.5	B	18.9
WB - Main Street	B	15.9	B	17.9	B	17.3	B	16.0	B	15.8	B	19.1	C	20.2	B	19.0	B	17.7	B	17.2	C	20.7	C	21.6	C	20.9	B	19.8	B	19.0
NB - Partition Street	B	14.8	B	17.6	B	15.4	B	14.8	B	14.8	B	18.1	C	22.1	B	18.8	B	17.4	B	17.5	B	18.8	C	24.6	C	20.3	B	18.4	B	18.5
SB - Partition Street	B	10.7	B	13.0	B	11.3	B	10.8	B	10.6	B	11.6	B	15.2	B	13.0	B	11.9	B	11.9	B	11.5	B	15.9	B	13.0	B	11.8	B	11.9
Overall LOS	**B**	**14.6**	**B**	**16.2**	**B**	**15.4**	**B**	**14.9**	**B**	**14.8**	**B**	**17.7**	**B**	**19.1**	**B**	**17.8**	**B**	**16.9**	**B**	**16.7**	**B**	**19.3**	**C**	**20.8**	**B**	**19.4**	**B**	**18.6**	**B**	**18.3**
Volume-to-Capacity (v/c) Ratio		**0.50**		**0.57**		**0.54**		**0.48**		**0.47**		**0.56**		**0.61**		**0.56**		**0.54**		**0.53**		**0.58**		**0.63**		**0.59**		**0.58**		**0.57**
21. NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road (S)																														
EB - Augusta Savage Road	B	14.0	B	15.3	B	18.0	B	13.5	B	14.5	B	15.0	B	15.0	B	17.0	B	13.5	B	15.5	C	32.4	D	35.2	D	48.6	D	53.4	D	37.1
EB Left - Augusta Savage Road																														
EB Thru - Augusta Savage Road		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
EB Right - Augusta Savage Road																														
WB Left/Thru - I-87 Southbound Ramps	B	16.9	C	24.1	C	33.6	B	18.5	C	20.3	B	19.4	C	26.4	D	37.1	C	21.2	C	22.0	D	35.4	D	39.6	D	52.9	D	35.4	D	37.0
WB Left - I-87 Southbound Ramps																														
WB Thru - I-87 Southbound Ramps		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
WB Right - I-87 Southbound Ramps	A	0.1	A	0.2	A	0.3	A	0.4	A	0.1	A	0.1	A	0.2	A	0.3	A	0.3	A	0.0	A	1.9	A	5.3	A	5.1	A	5.1	A	4.2
NB Left - NYS Route 32	A	7.0	A	6.0	A	4.7	A	4.7	A	5.4	A	7.2	A	6.0	A	5.2	A	5.7	A	6.1	A	7.7	B	12.8	B	11.9	B	12.9	B	10.8
NB Thru - NYS Route 32	B	15.0	B	16.7	C	21.1	B	13.3	B	17.9	B	16.9	C	22.1	C	32.6	B	16.9	B	19.4	C	26.4	E	63.9	F	134.5	D	36.0	C	28.6
NB Right - NYS Route 32	A	0.9	A	0.2	A	0.2	A	0.2	A	2.5	A	1.6	A	0.4	A	0.5	A	0.4	A	3.2	A	1.9	A	0.4	A	0.4	A	0.3	A	3.0
NB Thru/Right - NYS Route 32		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
SB Left - NYS Route 32	A	8.0	A	7.6	B	10.6	A	6.2	D	41.6	A	9.7	B	10.3	C	25.5	A	9.5	F	86.6	B	15.0	F	82.3	F	81.4	F	166.8	F	462.7
SB Thru - NYS Route 32																														
SB Right - NYS Route 32		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A
SB Thru/Right - NYS Route 32	A	9.6	A	8.7	A	7.1	A	7.5	A	8.4	B	11.1	A	9.7	A	8.0	A	9.9	A	9.1	B	16.4	D	36.8	C	28.3	E	71.7	C	26.3
Overall LOS	**B**	**10.6**	**B**	**12.7**	**B**	**16.8**	**A**	**9.2**	**C**	**22.5**	**B**	**12.2**	**B**	**15.7**	**C**	**24.8**	**B**	**12.0**	**D**	**38.3**	**C**	**20.7**	**D**	**45.3**	**E**	**70.8**	**E**	**61.0**	**F**	**126.8**
Volume-to-Capacity (v/c) Ratio		**0.39**		**0.58**		**0.76**		**0.48**		**0.94**		**0.45**		**0.73**		**0.90**		**0.58**		**1.09**		**0.76**		**1.03**		**1.22**		**1.27**		**1.97**

TABLE 11: CAPACITY ANALYSIS RESULTS

INTERSECTION	2023 EXISTING BASE CONDITIONS										2040 BACKGROUND CONDITIONS										2040 FULL BUILD CONDITIONS - AS OF RIGHT									
	AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN	
22. NYS Route 32/Old Route 32 (U)																														
EB - Old Route 32	B	12.3	B	12.6	B	11.0	B	12.5	B	15.0	B	12.8	B	13.2	B	11.3	B	13.1	C	16.1	B	14.6	C	21.1	B	14.8	C	20.2	C	23.0
NB Left - NYS Route 32	A	8.5	A	0.0	A	8.4	A	8.8	A	9.5	A	8.6	A	0.0	A	8.5	A	9.0	A	9.8	A	9.1	A	0.0	A	9.7	B	10.9	B	11.6
23. NYS Route 32/Proposed Driveway (U)																														
EB - Proposed Driveway	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
NB Left - NYS Route 32																														
23. NYS Route 32/Proposed Driveway (S)																														
EB Left - Proposed Driveway																														
EB Right - Proposed Driveway																														
NB Left - NYS Route 32																														
NB Thru - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
SB Thru/Right - NYS Route 32																														
Overall LOS																														
Volume-to-Capacity (v/c) Ratio																														
24. NYS Route 32/Mower Mill Road (U)																														
EB - Mower Mill Road	B	13.1	B	13.6	B	10.9	A	0.0	C	16.6	B	13.7	B	14.2	B	11.3	A	0.0	C	18.2	B	14.9	C	17.1	B	13.1	A	0.0	C	22.5
NB Left - NYS Route 32	A	9.4	A	8.4	A	8.2	A	8.8	A	10.0	A	9.7	A	8.6	A	8.4	A	9.0	B	10.4	B	10.1	A	9.1	A	8.9	A	9.6	B	11.1
25. NYS Route 32/Hommelville Road/Peoples Road (U)																														
EB - Hommelville Road	C	16.7	D	25.3	C	16.8	D	25.4	C	18.9	C	18.6	D	30.5	C	18.4	D	30.5	C	20.8	C	22.8	A	9.1	C	24.1	E	49.6	D	26.4
WB - Peoples Road	C	19.1	D	26.5	C	20.4	C	21.8	C	19.2	C	22.7	E	35.8	C	24.4	D	26.6	C	22.4	E	43.8	E	45.9	F	153.9	F	231.3	F	99.2
NB Left - NYS Route 32	A	9.0	A	8.5	A	8.2	A	9.0	A	9.4	A	9.2	A	9.2	A	8.3	A	9.2	A	9.7	A	9.5	F	243.9	A	8.8	A	9.9	B	10.3
SB Left - NYS Route 32	A	8.1	A	9.0	A	9.3	A	8.3	A	8.1	A	8.2	A	8.7	A	9.6	A	8.5	A	8.2	A	8.7	A	9.8	B	10.0	A	9.0	A	8.7
25. NYS Route 32/Hommelville Road/Peoples Road (S)																														
EB - Hommelville Road																														
WB - Peoples Road																														
NB - NYS Route 32																														
SB - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
Overall LOS																														
Volume-to-Capacity (v/c) Ratio																														
26. NYS Route 32/Old Kings Hwy (U)																														
WB - Mower Mill Road	C	19.7	D	26.1	D	27.3	C	21.2	D	29.2	C	23.1	D	33.2	D	35.0	C	24.5	E	37.0	D	34.3	F	88.2	F	98.5	E	49.4	F	96.6
SB Left - NYS Route 32	A	0.0	A	0.0	A	9.1	A	8.0	A	0.0	A	0.0	A	0.0	A	9.3	A	8.1	A	0.0	A	0.0	A	0.0	A	9.7	A	8.5	A	0.0
26. NYS Route 32/Old Kings Hwy (S)																														
WB - Old Kings Hwy																														
NB Thru - NYS Route 32																														
NB Right - NYS Route 32																														
SB - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
Overall LOS																														
Volume-to-Capacity (v/c) Ratio																														
27. NYS Route 32/Old Route 32/Malden Turnpike (U)																														
EB - Old Route 32	B	13.5	A	0.0	B	13.3	B	12.5	A	0.0	B	14.3	A	0.0	B	14.2	B	13.1	A	0.0	C	15.4	D	27.7	C	15.9	B	14.1	A	0.0
WB - Malden Turnpike	B	10.5	B	12.4	B	14.1	B	10.6	B	10.8	B	10.8	B	13.2	C	15.1	B	10.9	B	11.1	B	11.4	B	14.1	C	16.2	B	11.6	B	11.9
NB Left - NYS Route 32	A	0.0	A	8.5	A	8.0	A	8.8	A	9.2	A	0.0	A	8.3	A	8.1	A	9.0	A	9.5	A	0.0	A	8.5	A	8.4	A	9.3	A	9.7
SB Left - NYS Route 32	A	7.9	A	8.1	A	9.1	A	8.0	A	8.0	A	8.0	A	8.7	A	9.3	A	8.1	A	8.1	A	8.2	A	8.9	A	9.5	A	8.3	A	8.3
28. Harry Wells Road/Buffalo Road (U)																														
WB - Buffalo Road	A	9.7	A	9.1	A	9.7	A	9.0	A	8.8	A	9.8	A	9.2	A	9.7	A	9.1	A	8.8	B	10.1	A	9.3	B	10.1	A	9.2	A	9.0
SB Left - Harry Wells Road	A	0.0	A	7.4	A	7.4	A	7.3	A	7.3	A	0.0	A	7.4	A	7.4	A	7.3	A	7.3	A	0.0	A	7.4	A	7.4	A	7.4	A	7.3
29. NY-212/Proposed Westerly Driveway (U)																														
EB Left - NY-212	A	9.7	A	9.1	A	9.7	A	9.0	A	8.8																				
SB - Proposed Driveway	A	0.0	A	7.4	A	7.4	A	7.3	A	7.3	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	

Notes:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)
2. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
3. (S) = Signalized; (U) = Unsignalized; (R) = Roundabout
4. N/A = Approach does not exist and/or was not analyzed during this condition
5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.
6. * = Delay is extremely large and Synchro cannot provide a value

TABLE 11: CAPACITY ANALYSIS RESULTS

INTERSECTION	2040 FULL BUILD CONDITIONS - SPONSER'S PREFERRED										2040 FULL BUILD CONDITIONS - REASONABLE WORST CASE SCENARIO										2040 FULL BUILD CONDITIONS - SPONSER'S PREFERRED WITH MITIGATION										2040 FULL BUILD CONDITIONS - REASONABLE WORST CASE SCENARIO WITH MITIGATION									
	AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN	
1. NYS Route 212/Blue Mountain Road (U																																										
EB Left - NYS Route 212	A	8.9	A	8.5	A	8.6	A	8.2	A	7.9	A	8.9	A	8.5	A	8.6	A	8.2	A	8.0																					
SB Left - Blue Mountain Road	E	43.4	C	20.3	C	20.8	C	16.6	C	15.2	E	43.4	C	20.8	C	20.9	C	17.0	C	15.6	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
SB Right - Blue Mountain Road	B	11.4	B	10.7	B	11.2	B	10.2	A	9.9	B	11.4	B	10.8	B	11.2	B	10.3	A	10.0																					
2. NYS Route 212/Churchland Road (U)																																									
WB Left - NYS Route 212	A	8.2	A	8.4	A	8.6	A	8.6	A	8.3	A	8.2	A	8.4	A	8.6	A	8.7	A	8.3																					
NB - Churchland Road	B	14.8	C	17.5	C	18.9	B	14.3	B	13.4	B	14.7	C	17.8	C	19.0	B	14.5	B	13.5	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
3. NYS Route 212/Proposed Driveway (U)																																									
EB Left - NYS Route 212	A	8.3	A	8.9	A	9.1	A	8.7	A	8.3	A	8.3	A	8.9	A	9.1	A	8.8	A	8.3																					
SB - Proposed Driveway	C	17.5	E	39.2	F	51.3	E	35.6	C	19.0	C	17.8	E	49.0	F	55.0	E	44.7	C	19.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
3. NYS Route 212/Proposed Driveway (S)																																									
EB Left - NYS Route 212																					A	5.5	A	6.1	A	7.4	A	6.3	A	5.9	A	5.5	A	6.4	A	7.6	A	7.3	A	6.2
EB Thru - NYS Route 212																					A	6.4	A	6.4	A	7.0	A	6.6	A	6.7	A	6.3	A	6.5	A	7.0	A	7.5	A	7.0
WB - NYS Route 212	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		B	14.2	B	16.0	C	22.6	B	15.7	B	13.6	B	14.2	B	16.3	C	22.7	C	20.5	B	14.8
SB - Proposed Driveway																					B	13.4	C	21.2	C	25.3	C	21.1	B	15.3	B	13.5	C	22.1	C	25.6	C	24.6	B	13.1
Overall LOS																					**B**	**10.7**	**B**	**13.0**	**B**	**17.5**	**B**	**13.1**	**B**	**10.9**	**B**	**10.7**	**B**	**13.5**	**B**	**17.6**	**B**	**16.2**	**B**	**11.1**
Volume-to-Capacity (v/c) Ratio																					**0.50**		**0.56**		**0.78**		**0.53**		**0.43**		**0.51**		**0.57**		**0.78**		**0.72**		**0.51**	
4. NYS Route 212/NYS Route 32/Speedw																																									
EB Left - NYS Route 212	B	13.5	B	14.4	B	14.5	B	13.3	B	13.6	B	13.5	B	14.5	B	14.6	B	13.3	B	13.4	C	21.8	C	33.9	D	36.4	C	27.9	C	21.6	C	21.8	D	35.3	D	36.7	C	28.3	C	21.5
EB Thru/Right - NYS Route 212	B	16.4	B	16.6	B	15.4	B	15.9	B	17.6	B	16.3	B	16.7	B	15.4	B	15.8	B	16.6	C	23.0	C	25.7	C	22.9	C	25.1	C	24.6	C	22.6	C	25.9	C	22.2	C	25.0	C	24.5
WB Left/Thru - NYS Route 212	C	35.0	D	36.4	D	37.0	C	35.0	C	30.8	D	35.1	D	36.6	D	37.0	D	35.5	C	33.2	D	38.7	E	58.9	D	47.0	D	49.2	C	34.4	D	38.5	D	49.5	D	50.9	D	50.4	D	43.9
WB Right - NYS Route 212	A	0.8	A	1.5	A	3.1	A	1.4	A	0.9	A	0.8	A	1.6	A	3.2	A	1.4	A	1.0	A	0.8	A	1.6	A	3.1	A	1.4	A	1.0	A	0.9	A	1.7	A	3.3	A	1.4	A	1.0
NB - Speedway Dwy	B	16.5	B	16.4	B	16.5	B	15.6	B	13.7	B	16.6	B	16.5	B	16.6	B	15.8	B	14.2	D	41.0	D	39.6	D	38.0	D	36.9	D	38.1	D	40.6	D	39.7	D	38.5	D	37.1	D	39.7
SB Thru/Left - NYS Route 32	F	151.1	F	273.8	F	263.3	F	253.6	F	122.6	F	139.4	F	300.1	F	269.4	F	268.3	F	175.7	C	34.0	D	48.1	D	52.6	D	43.1	C	28.1	C	32.8	E	57.9	E	64.7	D	47.2	C	33.1
SB Right - NYS Route 32	A	3.0	A	6.9	A	7.1	A	4.0	A	2.0	A	3.1	A	7.0	A	7.2	A	4.0	A	2.1	A	5.3	A	4.7	A	4.1	A	4.4	A	4.9	A	5.2	A	4.6	A	4.0	A	4.3	A	4.8
Overall LOS	**E**	**55.2**	**F**	**88.1**	**E**	**76.2**	**F**	**84.3**	**D**	**46.1**	**D**	**50.5**	**F**	**96.6**	**E**	**77.9**	**F**	**89.2**	**E**	**63.6**	**C**	**21.5**	**C**	**26.2**	**C**	**25.6**	**C**	**25.1**	**B**	**18.2**	**C**	**20.9**	**C**	**29.2**	**C**	**29.1**	**C**	**26.6**	**C**	**20.9**
Volume-to-Capacity (v/c) Ratio	**1.24**		**1.54**		**1.51**		**1.49**		**1.18**		**1.21**		**1.60**		**1.52**		**1.52**		**1.31**		**0.88**		**0.97**		**0.99**		**0.95**		**0.86**		**0.87**		**1.01**		**1.03**		**0.97**		**0.90**	
5. NYS Route 212/Churchland Lane (U)																																									
WB Left - NYS Route 212	B	10.7	B	11.4	B	11.4	B	11.5	B	10.4	B	10.6	B	11.6	B	11.4	B	11.6	B	10.6																					
NB - Churchland Lane	C	19.4	C	22.6	C	24.9	E	43.5	C	19.9	C	19.0	C	23.6	C	25.0	E	45.1	C	20.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
6. NYS Route 212/Saugerties Manor Road																																									
EB Left - NYS Route 212	A	0.0	B	12.0	B	14.2	A	0.0	A	0.0	A	0.0	B	12.2	B	14.3	A	0.0	A	0.0																					
SB - Saugerties Manor Road	E	43.6	F	55.2	F	168.4	F	146.4	F	79.2	E	43.6	F	60.1	F	173.0	F	155.9	F	88.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
7. NYS Route 212/Stewart's Exit Dwy (U)																																									
SB - Stewart's Exit Dwy	B	14.1	C	21.6	D	32.4	C	17.9	C	17.6	B	14.3	C	22.5	D	33.1	C	18.2	C	18.3	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
8. NYS Route 212/Stewart's Enter Dwy (U)																																									
WB Left - NYS Route 212	A	5.6	A	7.7	A	5.9	A	6.2	B	10.0	A	5.3	A	5.3	A	7.2	A	7.4	B	10.0	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
9. NYS Route 212/I-87 Northbound Ramps																																									
EB Left - NYS Route 212	B	12.8	B	13.0	B	13.5	B	13.8	B	14.4	B	12.9	B	13.0	B	13.5	B	13.8	B	14.5	B	12.2	B	12.9	B	13.5	B	13.8	B	14.1	B	12.3	B	13.0	B	13.5	B	13.8	B	14.4
EB Thru - NYS Route 212	D	46.3	D	39.6	D	35.8	E	74.9	D	44.4	D	45.7	D	41.0	D	35.8	E	77.0	D	47.1	D	40.9	D	41.6	D	38.9	E	67.3	D	41.0	D	40.8	D	52.4	D	38.8	E	69.4	D	44.4
EB Right - NYS Route 212	A	1.4	A	1.5	A	1.4	A	2.1	A	1.7	A	1.4	A	1.5	A	1.4	A	2.1	A	1.7	A	1.5	A	1.6	A	1.5	A	2.1	A	1.7	A	1.4	A	1.6	A	1.5	A	2.1	A	1.8
WB Left - NYS Route 212	C	20.7	B	16.7	B	14.8	B	16.9	B	16.4	B	19.8	B	18.2	B	14.7	B	16.9	B	16.5	B	17.2	B	16.9	B	16.9	B	16.9	B	16.2	B	17.2	B	17.7	B	16.8	B	16.9	B	16.4
WB Thru/Right - NYS Route 212	B	13.5	B	13.9	B	16.7	C	20.6	C	23.1	B	13.6	B	14.0	B	16.7	C	20.8	C	23.3	B	19.3	C	20.1	C	23.3	C	20.4	C	22.4	B	19.6	C	20.3	C	23.3	C	20.6	C	23.0
NB Left - I-87 Northbound Ramps	D	53.2	E	64.5	F	120.9	E	65.1	D	40.1	D	53.8	E	65.8	F	127.0	E	64.1	D	40.9	D	51.0	D	53.1	E	73.7	D	50.3	D	37.7	D	51.4	D	54.8	E	76.9	D	51.0	D	37.0
NB Thru/Right - I-87 Northbound Ramps	D	45.3	D	53.7	F	103.5	D	50.3	C	34.2	D	47.2	E	56.6	F	107.5	D	53.5	D	35.7	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
NB Thru - I-87 Northbound Ramps		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	D	51.2	D	54.2	E	72.6	D	48.7	D	37.0	D	51.7	E	55.8	E	75.2	E	59.2	D	37.3
NB Right - I-87 Northbound Ramps																					A	2.4	A	4.0	A	3.8	A	1.7	A	1.2	A	2.4	A	4.0	A	3.8	A	1.7	A	0.7
SB Left - McDonald's Dwy	D	54.8	D	53.6	D	53.9	D	39.1	D	39.6	D	54.8	D	53.6	D	53.9	D	39.1	D	39.6	D	54.9	D	53.7	D	53.9	D	39.1	D	39.7	D	54.9	D	53.7	D	53.9	D	39.1	D	39.7
SB Thru/Right - McDonald's Dwy	C	32.2	C	34.0	C	28.3	B	17.2	B	16.0	C	32.2	C	34.0	C	28.3	B	17.2	B	16.0	C	32.2	C	34.1	C	28.3	B	17.3	B	16.1	C	32.2	C	34.1	C	28.3	B	17.3	B	16.1
Overall LOS	**C**	**30.1**	**C**	**28.8**	**D**	**44.8**	**D**	**39.8**	**C**	**28.1**	**C**	**30.3**	**C**	**29.7**	**D**	**46.4**	**D**	**40.4**	**C**	**28.9**	**C**	**28.7**	**C**	**28.1**	**C**	**34.1**	**C**	**34.1**	**C**	**25.8**	**C**	**29.1**	**C**	**28.9**	**C**	**34.9**	**C**	**34.7**	**C**	**26.7**
Volume-to-Capacity (v/c) Ratio	**0.91**		**0.87**		**1.12**		**1.03**		**0.87**		**0.90**		**0.88**		**1.14**		**1.04**		**0.89**		**0.87**		**0.85**		**0.94**		**1.00**		**0.84**		**0.87**		**0.87**		**0.95**		**1.01**		**0.87**	
10. NYS Route 212/Pizza Star Exit Dwy (U																																									
SB - Pizza Star Exit Dwy	A	0.0	C	20.6	C	18.8	C	19.6	C	20.3	A	0.0	C	20.8	C	18.8	C	19.8	C	20.7	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
11. NYS Route 212/Pizza Star Dwy (U)																																									
EB Left - NYS Route 212	A	0.0	B	10.1	B	10.3	A	9.7	A	8.9	A	0.0	B	10.1	B	10.3	A	9.7	A	9.0																					
SB - Pizza Star Dwy	A	0.0	A	0.0	F	53.1	E	47.3	A	0.0	A	0.0	A	0.0	F	53.2	E	48.4	A	0.0	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
12. NYS Route 212/Tomsons Road (U)																																									
EB Left - NYS Route 212	A	9.1	B	10.7	B	10.6	A	9.6	A	9.0	A	9.1	B	10.7	B	10.6	A	9.7	A	9.0																					
SB - Tomsons Road	B	10.6	B	14.3	C	15.1	B	13.6	B	11.1	B	10.6	B	14.4	C	15.1	B	13.7	B	11.2	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
13. NYS Route 212/Verizon Exit Dwy (U)																																									
SB - Verizon Exit Dwy	A	0.0	A	0.0	B	12.0	A	0.0	B	10.6	A	0.0	A	0.0	B	12.0	A	0.0	B	10.7	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	

TABLE 11: CAPACITY ANALYSIS RESULTS

INTERSECTION	2040 FULL BUILD CONDITIONS - SPONSER'S PREFERRED										2040 FULL BUILD CONDITIONS - REASONABLE WORST CASE SCENARIO										2040 FULL BUILD CONDITIONS - SPONSER'S PREFERRED WITH MITIGATION										2040 FULL BUILD CONDITIONS - REASONABLE WORST CASE SCENARIO WITH MITIGATION									
	AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN	
14. NYS Route 212/Kings Highway/Buns																																										
EB Left - NYS Route 212	B	11.0	B	10.2	B	10.1	A	7.5	A	7.4	B	11.0	B	10.4	B	10.1	A	7.5	A	7.5	A	7.3	A	7.6	A	7.3	A	7.6	A	7.4	A	7.3	A	7.6	A	7.4	A	7.6	A	7.5
EB Thru - NYS Route 212	B	11.9	B	15.1	B	15.7	C	20.5	B	19.0	B	12.0	B	15.2	B	15.7	C	20.9	B	19.4	A	7.8	B	10.7	B	11.1	C	20.5	B	19.0	A	7.8	B	10.8	B	11.1	C	21.0	B	19.5
EB Right - NYS Route 212	A	3.2	A	2.9	A	3.1	A	3.4	A	3.4	A	3.2	A	2.9	A	3.1	A	3.5	A	3.4	A	1.8	B	10.6	A	1.5	A	3.5	A	3.4	A	1.8	A	1.6	A	1.5	A	3.5	A	3.4
WB - NYS Route 212	A	7.0	A	7.7	A	8.4	A	9.8	A	8.4	A	7.1	A	7.8	A	8.4	B	10.1	A	8.6	A	7.1	A	7.8	A	8.4	A	9.8	A	8.5	A	7.1	A	7.8	A	8.5	B	10.1	A	8.6
NB Left/Thru - Kings Highway	E	65.5	E	73.2	F	84.0	C	31.9	C	32.1	E	65.7	E	74.3	F	85.5	C	31.9	C	32.0	E	65.6	E	73.3	E	79.3	C	32.0	C	32.1	E	65.8	E	74.3	E	80.0	C	32.0	C	32.1
NB Right - Kings Highway	A	5.1	A	5.8	A	6.9	A	3.2	A	3.0	A	5.1	A	6.0	A	6.9	A	3.1	A	3.0	A	5.1	A	5.9	A	6.9	A	3.2	A	3.1	A	5.1	A	6.1	A	6.9	A	3.2	A	3.0
SB - Buns Burger Dwy	A	0.0	C	26.0	C	24.1	A	0.0	B	13.1	A	0.0	C	26.0	C	24.1	A	0.0	B	13.0	A	0.0	C	26.0	C	24.1	A	0.0	B	13.2	A	0.0	C	26.0	C	24.1	A	0.0	B	13.0
Overall LOS	**B**	**17.2**	**C**	**20.9**	**C**	**24.2**	**B**	**14.6**	**B**	**14.0**	**B**	**17.4**	**C**	**21.2**	**C**	**24.5**	**B**	**14.9**	**B**	**14.2**	**B**	**15.8**	**B**	**19.5**	**C**	**21.8**	**B**	**14.6**	**B**	**14.0**	**B**	**16.0**	**B**	**19.8**	**C**	**21.9**	**B**	**14.9**	**B**	**14.2**
Volume-to-Capacity (v/c) Ratio	**0.87**		**0.94**		**0.98**		**0.69**		**0.69**		**0.87**		**0.95**		**0.98**		**0.70**		**0.69**		**0.87**		**0.94**		**0.98**		**0.69**		**0.69**		**0.87**		**0.95**		**0.98**		**0.70**		**0.69**	
15. NYS Route 212/Mobil Dwy (U)																																									
WB Left - NYS Route 212	A	8.4	A	9.1	A	8.8	A	8.7	A	8.7	A	8.4	A	9.1	A	8.8	A	8.7	A	8.7	N/A										N/A									
NB - Churchland Lane	B	11.2	B	14.1	C	15.9	B	12.4	B	11.7	B	11.2	B	14.1	C	15.9	B	12.5	B	11.7																				
16. NYS Route 212/Big Lots Dwy (S)																																									
EB Left - NYS Route 212	A	1.7	A	2.6	A	2.5	A	2.7	A	2.7	A	1.7	A	2.6	A	2.5	A	2.7	A	2.7	A	1.6	A	2.5	A	2.5	A	2.8	A	2.7	A	1.7	A	2.5	A	2.5	A	2.8	A	2.7
EB Thru - NYS Route 212	A	2.0	A	3.3	A	3.0	A	5.1	A	4.5	A	2.0	A	3.3	A	3.0	A	5.2	A	4.5	A	1.9	A	3.2	A	3.0	A	5.2	A	4.6	A	1.9	A	3.2	A	3.0	A	5.2	A	4.6
WB Thru - NYS Route 212	A	2.6	A	5.8	A	6.1	A	6.4	A	6.1	A	2.6	A	5.8	A	6.1	A	6.4	A	6.2	A	2.7	A	5.9	A	6.2	A	6.5	A	6.2	A	2.7	A	5.9	A	6.2	A	6.5	A	6.2
WB Right - NYS Route 212	A	0.7	A	0.4	A	0.4	A	0.5	A	0.6	A	0.7	A	0.4	A	0.4	A	0.5	A	0.6	A	0.7	A	0.4	A	0.4	A	0.6	A	0.6	A	0.7	A	0.4	A	0.4	A	0.6	A	0.6
SB Left - Big Lots Dwy	D	48.3	E	56.5	E	56.4	D	39.8	D	39.6	D	48.3	E	56.5	E	56.4	D	39.8	D	39.6	D	48.3	E	56.6	E	56.4	D	39.8	D	39.6	D	48.3	E	56.6	E	56.4	D	39.8	D	39.6
SB Right - Big Lots Dwy	C	25.8	B	15.5	B	15.8	B	13.6	B	13.8	C	25.8	B	15.5	B	15.8	B	13.6	B	13.8	C	25.8	B	15.5	B	15.8	B	13.7	B	13.9	C	25.8	B	15.5	B	15.8	B	13.7	B	13.9
Overall LOS	**A**	**2.8**	**A**	**7.6**	**A**	**7.4**	**A**	**7.1**	**A**	**6.9**	**A**	**2.8**	**A**	**7.6**	**A**	**7.4**	**A**	**7.1**	**A**	**6.9**	**A**	**2.8**	**A**	**7.5**	**A**	**7.4**	**A**	**7.1**	**A**	**6.9**	**A**	**2.8**	**A**	**7.5**	**A**	**7.4**	**A**	**7.1**	**A**	**6.9**
Volume-to-Capacity (v/c) Ratio	**0.28**		**0.50**		**0.50**		**0.38**		**0.43**		**0.28**		**0.50**		**0.50**		**0.38**		**0.43**		**0.28**		**0.50**		**0.50**		**0.38**		**0.43**		**0.28**		**0.50**		**0.50**		**0.38**		**0.43**	
17. NYS Route 212/Railroad Avenue/Abb																																									
EB Left - NYS Route 212	A	0.0	A	0.0	A	0.0	A	0.0	A	8.4	A	0.0	A	0.0	A	0.0	A	0.0	A	8.5																				
WB Left - NYS Route 212	A	8.3	A	9.0	A	9.1	A	8.8	A	8.5	A	8.3	A	9.0	A	9.1	A	8.8	A	8.5	N/A										N/A									
NB - Railroad Ave	B	11.4	C	16.4	C	16.6	C	15.5	B	13.5	B	11.4	C	16.5	C	16.6	C	15.6	B	13.6																				
SB - Abbotts Court	C	24.8	E	45.9	D	31.9	A	0.0	C	20.9	C	24.8	E	46.5	D	31.9	A	0.0	C	21.2																				
18. NYS Route 212/Market Street (S)																																									
EB Left - NYS Route 212	A	5.1	A	6.4	A	7.4	A	5.9	A	3.8	A	5.2	A	6.4	A	7.5	A	6.0	A	3.8																				
EB Right - NYS Route 212	A	4.6	A	5.5	A	6.4	A	5.9	A	4.1	A	4.7	A	5.6	A	6.5	A	5.9	A	4.1																				
WB - Market Street	B	15.0	B	15.1	B	16.1	B	17.3	B	10.2	B	15.8	B	15.2	B	16.3	B	17.4	B	10.3	N/A										N/A									
SB - Market Street	C	31.1	D	51.6	D	51.2	C	32.0	D	51.3	C	31.9	D	51.6	D	51.0	C	32.1	D	51.3																				
Overall LOS	**B**	**13.7**	**B**	**17.1**	**B**	**19.4**	**B**	**14.9**	**B**	**13.0**	**B**	**14.3**	**B**	**17.1**	**B**	**19.4**	**B**	**15.0**	**B**	**13.0**																				
Volume-to-Capacity (v/c) Ratio	**0.55**		**0.72**		**0.76**		**0.61**		**0.63**		**0.56**		**0.72**		**0.76**		**0.62**		**0.63**																				
19. Main Street/Market Street/James Str																																									
EB - Main Street	B	17.8	C	21.9	B	18.9	B	17.6	B	17.2	B	17.7	C	22.0	B	18.9	B	17.7	B	17.3																				
WB Left/Thru - Main Street	B	11.4	B	13.5	B	11.9	B	12.1	B	12.1	B	11.3	B	13.5	B	11.9	B	12.1	B	12.2																				
WB Right - Main Street	A	0.3	A	0.3	A	0.2	A	0.2	A	0.2	A	0.3	A	0.3	A	0.2	A	0.2	A	0.2	N/A										N/A									
SB - Market Street	B	15.1	B	16.1	B	16.9	B	13.0	B	12.6	B	15.0	B	16.1	B	16.9	B	13.0	B	12.7																				
Overall LOS	**B**	**11.3**	**B**	**13.1**	**B**	**12.8**	**B**	**10.4**	**B**	**10.1**	**B**	**11.2**	**B**	**13.1**	**B**	**12.8**	**B**	**10.4**	**B**	**10.1**																				
Volume-to-Capacity (v/c) Ratio	**0.58**		**0.64**		**0.63**		**0.56**		**0.55**		**0.58**		**0.64**		**0.63**		**0.56**		**0.56**																				
20. Main Street/Partition Street (S)																																									
EB - Main Street	C	21.8	B	17.8	B	19.5	C	20.1	B	19.5	C	21.8	B	18.0	B	19.6	C	20.4	B	19.9																				
WB - Main Street	C	22.2	C	22.0	C	21.5	C	20.3	B	19.5	C	22.4	C	22.1	C	21.5	C	20.6	B	19.8																				
NB - Partition Street	B	19.3	C	25.6	C	21.0	B	18.7	B	18.8	B	19.3	C	25.9	C	21.1	B	18.8	B	18.9	N/A										N/A									
SB - Partition Street	B	11.4	B	16.4	B	13.3	B	11.9	B	12.0	B	11.3	B	16.5	B	13.3	B	11.9	B	12.0																				
Overall LOS	**C**	**20.4**	**C**	**21.4**	**C**	**20.1**	**B**	**19.0**	**B**	**18.7**	**C**	**20.5**	**C**	**21.6**	**C**	**20.2**	**B**	**19.0**	**B**	**19.0**																				
Volume-to-Capacity (v/c) Ratio	**0.61**		**0.64**		**0.61**		**0.59**		**0.58**		**0.61**		**0.65**		**0.61**		**0.59**		**0.58**																				
21. NYS Route 32/I-87 Southbound Ramp																																									
EB - Augusta Savage Road	F	200.3	F	826.5	F	*	F	*	F	440.3	F	152.7	F	927.2	F	*	F	*	F	582.4	N/A										N/A									
EB Left - Augusta Savage Road																					B	17.3	C	31.7	C	31.3	E	57.5	D	53.2	B	17.7	D	40.1	C	33.3	E	64.2	E	74.4
EB Thru - Augusta Savage Road	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		C	32.2	C	34.2	C	34.8	D	36.8	D	50.6	C	30.6	D	35.3	D	35.1	D	35.7	D	51.3
EB Right - Augusta Savage Road																					A	3.9	A	8.2	A	6.9	B	11.7	A	4.8	A	3.9	A	9.4	A	7.2	B	11.8	A	4.7
WB Left/Thru - I-87 Southbound Ramps	F	149.5	F	181.2	F	274.7	F	161.1	F	125.5	F	146.0	F	188.3	F	276.8	F	167.3	F	150.3	N/A										N/A									
WB Left - I-87 Southbound Ramps																					B	17.5	C	26.1	C	23.0	C	28.1	D	38.3	B	17.6	C	27.1	C	23.5	C	27.0	D	39.6
WB Thru - I-87 Southbound Ramps	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		D	46.8	D	51.0	D	53.2	E	74.4	E	56.9	D	48.0	D	54.7	E	57.4	E	76.9	E	70.0
WB Right - I-87 Southbound Ramps	A	1.6	A	3.5	A	4.6	A	4.8	A	2.6	A	2.2	A	4.2	A	5.0	A	4.9	A	3.6	A	2.6	A	5.1	A	6.8	A	4.1	A	2.9	A	0.7	A	4.2	A	5.7	A	6.0	A	1.5
NB Left - NYS Route 32	B	12.7	F	129.4	F	172.8	F	236.1	D	41.4	B	13.4	F	138.2	F	196.2	F	260.4	D	52.3	C	20.1	D	38.5	C	30.0	E	58.3	B	17.3	C	21.3	D	42.6	C	31.2	F	81.6	B	18.2
NB Thru - NYS Route 32	C	25.3	D	44.2	F	112.5	C	23.4	C	24.5	C	25.8	D	49.5	F	120.9	C	23.0	C	24.8	N/A										N/A									
NB Right - NYS Route 32	A	1.8	A	0.4	A	0.4	A	0.3	A	2.7	A	1.8	A	0.4	A	0.4	A	0.3	A	2.7																				
NB Thru/Right - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		C	29.2	C	26.4	D	40.6	C	22.4	D	39.6	C	30.0	C	26.9	D	41.2	C	23.9	D	41.6
SB Left - NYS Route 32	B	18.3	E	58.0	E	73.0	D	42.2	F	413.5	C	20.0	E	71.6	F	83.0	D	42.9	F	448.9	C	20.1	C	21.0	C	34.9	B	17.5	D	38.1	C	21.1	C	22.7	D	37.9	B	18.2	D	41.8
SB Thru - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		C	29.7	D	42.9	D	37.0	D	54.8	C	20.3	C	30.3	D	46.0	D	37.6	E	57.1	C	21.1
SB Right - NYS Route 32																					A	2.9	A	1.2	A	7.0	A	7.3	A	2.1	A	3.0	A	5.0	A	7.7	A	8.8	A	2.0
SB Thru/Right - NYS Route 32	C	28.5	E	55.1	D	55.0	F	89.5	D	35.7	C	29.7	E	65.0	E	60.4	F	109.5	D	39.4	N/A										N/A									
Overall LOS	**E**	**72.9**	**F**	**254.8**	**F**	**440.3**	**F**	**339.1**	**F**	**193.0**	**E**	**60.9**	**F**	**284.5**	**F**	**434.4**	**F**	**394.6**	**F**	**232.3**	**C**	**23.8**	**C**	**28.8**	**C**	**31.5**	**D**	**36.9**	**C**	**31.9**	**C**	**24.4**	**C**	**31.0**	**C**	**32.6**	**D**	**41.1**	**D**	**35.3**
Volume-to-Capacity (v/c) Ratio	**1.35**		**2.78**		**4.18**		**3.33**		**1.91**		**1.23**		**3.00**		**4.13**		**3.75**		**2.23**		**0.76**		**0.86**		**0.90**		**0.95**		**0.90**		**0.78**		**0.89**		**0.90**		**1.03**		**0.92**	

TABLE 11: CAPACITY ANALYSIS RESULTS

INTERSECTION	2040 FULL BUILD CONDITIONS - SPONSER'S PREFERRED										2040 FULL BUILD CONDITIONS - REASONABLE WORST CASE SCENARIO										2040 FULL BUILD CONDITIONS - SPONSER'S PREFERRED WITH MITIGATION										2040 FULL BUILD CONDITIONS - REASONABLE WORST CASE SCENARIO WITH MITIGATION									
	AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN		AM		PM		FRI		SAT		SUN	
22. NYS Route 32/Old Route 32 (U)																																										
EB - Old Route 32	C	15.8	C	20.1	C	15.4	C	18.1	C	22.6	C	16.2	C	21.3	C	15.7	C	18.8	C	23.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
NB Left - NYS Route 32	A	9.5	A	0.0	A	9.9	B	10.4	B	11.5	A	9.6	A	0.0	A	10.0	B	10.6	B	11.8																						
23. NYS Route 32/Proposed Driveway (U)																																										
EB - Proposed Driveway	D	26.8	F	849.3	F	1308.4	F	1279.4	F	917.5	D	32.0	F	1448.3	F	2095.0	F	1601.0	F	1156.7	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
NB Left - NYS Route 32	A	10.0	B	11.0	B	10.8	B	13.1	B	12.9	B	10.2	B	11.5	B	11.1	B	13.3	B	13.5																						
23. NYS Route 32/Proposed Driveway (S)																																										
EB Left - Proposed Driveway																					C	24.9	C	33.8	C	30.9	D	35.6	D	35.7	C	28.8	C	34.5	C	32.6	D	36.2	D	35.5
EB Right - Proposed Driveway																					A	6.3	A	8.4	A	5.4	B	13.9	B	15.2	A	5.8	B	10.6	A	6.4	B	15.5	B	17.1
NB Left - NYS Route 32																					A	2.4	B	17.2	B	13.0	D	47.4	C	25.0	A	3.6	C	26.1	C	20.5	D	47.8	C	29.9
NB Thru - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		A	1.7	A	6.8	A	7.3	A	5.1	A	4.8	A	2.6	A	7.0	A	9.0	A	5.3	A	4.9
SB Thru/Right - NYS Route 32																					B	12.8	C	27.6	C	22.6	D	35.4	E	57.3	B	14.8	C	28.8	C	25.4	D	41.0	E	62.5
Overall LOS																					**A**	**7.8**	**B**	**17.1**	**B**	**13.6**	**C**	**26.5**	**D**	**35.6**	**A**	**9.3**	**B**	**18.9**	**B**	**16.3**	**C**	**29.3**	**D**	**38.4**
Volume-to-Capacity (v/c) Ratio																					**0.65**		**0.87**		**0.82**		**0.93**		**1.03**		**0.67**		**0.88**		**0.84**		**0.96**		**1.05**	
24. NYS Route 32/Mower Mill Road (U)																																									
EB - Mower Mill Road	C	16.3	C	18.2	B	13.6	A	0.0	C	23.5	C	16.4	C	18.5	B	13.6	A	0.0	C	24.3	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
NB Left - NYS Route 32	B	10.5	A	9.2	A	9.1	A	9.7	B	11.3	B	10.6	A	9.2	A	9.1	A	9.8	B	11.4																						
25. NYS Route 32/Hommelville Road/Peo																																									
EB - Hommelville Road	D	26.0	F	54.6	D	28.5	F	56.8	D	27.8	D	25.8	F	57.2	D	28.3	F	60.4	D	28.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
WB - Peoples Road	F	85.9	F	418.6	F	352.6	F	378.3	F	141.1	F	88.1	F	490.8	F	351.9	F	474.1	F	187.8																						
NB Left - NYS Route 32	A	9.8	A	9.2	A	8.9	A	10.0	B	10.4	A	9.8	A	9.3	A	8.9	B	10.0	B	10.4																						
SB Left - NYS Route 32	A	8.8	B	10.1	B	10.6	A	9.2	A	8.8	A	8.7	B	10.2	B	10.6	A	9.3	A	8.9																						
25. NYS Route 32/Hommelville Road/Peo																																									
EB - Hommelville Road																					B	13.6	B	16.2	B	12.9	B	15.4	B	13.4	B	13.6	B	16.1	B	12.9	B	15.2	B	13.3
WB - Peoples Road																					B	16.7	B	17.1	B	17.4	B	17.3	B	17.6	B	17.3	B	17.5	B	17.3	B	18.3	B	18.1
NB - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		A	6.6	B	14.2	B	17.1	A	7.6	A	6.0	A	6.5	B	14.9	B	16.8	A	9.2	A	6.2
SB - NYS Route 32																					B	10.8	B	13.5	A	10.0	B	17.5	B	14.2	B	10.9	B	14.0	B	10.1	C	25.2	B	14.9
Overall LOS																					**A**	**9.6**	**B**	**14.1**	**B**	**14.4**	**B**	**13.7**	**B**	**11.5**	**A**	**9.8**	**B**	**14.7**	**B**	**14.2**	**B**	**18.7**	**B**	**12.0**
Volume-to-Capacity (v/c) Ratio																					**0.63**		**0.73**		**0.81**		**0.78**		**0.75**		**0.63**		**0.75**		**0.80**		**0.89**		**0.77**	
26. NYS Route 32/Old Kings Hwy (U)																																									
WB - Mower Mill Road	E	48.2	F	119.6	F	160.2	F	57.4	F	112.0	E	48.1	F	134.1	F	156.3	F	64.1	F	132.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
SB Left - NYS Route 32	A	0.0	A	0.0	B	10.1	A	8.6	A	0.0	A	0.0	A	0.0	B	10.0	A	8.6	A	0.0																						
26. NYS Route 32/Old Kings Hwy (S)																																									
WB - Old Kings Hwy																					B	18.7	B	18.9	C	21.3	B	19.9	C	22.9	B	18.9	B	19.2	C	20.9	C	20.3	C	23.1
NB Thru - NYS Route 32																					A	8.1	B	10.3	B	11.7	A	7.1	A	6.8	A	8.0	B	10.3	B	11.7	A	7.2	A	7.0
NB Right - NYS Route 32																					A	2.0	A	1.8	A	1.6	A	1.6	A	1.6	A	2.0	A	1.8	A	1.6	A	1.7	A	1.7
SB - NYS Route 32	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		B	10.6	A	9.9	A	8.3	B	11.1	B	14.0	B	10.7	A	9.9	A	8.5	B	11.4	B	14.5
Overall LOS																					**B**	**10.2**	**B**	**10.1**	**B**	**10.4**	**A**	**9.8**	**B**	**11.8**	**B**	**10.2**	**B**	**10.2**	**B**	**10.4**	**A**	**10.0**	**B**	**12.1**
Volume-to-Capacity (v/c) Ratio																					**0.57**		**0.56**		**0.65**		**0.66**		**0.74**		**0.57**		**0.57**		**0.65**		**0.66**		**0.75**	
27. NYS Route 32/Old Route 32/Malden T																																									
EB - Old Route 32	C	16.4	A	0.0	C	17.3	B	14.4	A	0.0	C	16.4	A	0.0	C	17.2	B	14.6	A	0.0	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
WB - Malden Turnpike	B	11.7	B	14.7	C	18.0	B	12.0	B	12.2	B	11.6	B	14.9	C	17.7	B	12.0	B	12.3																						
NB Left - NYS Route 32	A	0.0	A	8.6	A	8.5	A	9.4	A	9.8	A	0.0	A	8.6	A	8.5	A	9.4	A	9.9																						
SB Left - NYS Route 32	A	8.2	A	9.1	A	9.9	A	8.4	A	8.4	A	8.2	A	9.1	A	9.8	A	8.4	A	8.5																						
28. Harry Wells Road/Buffalo Road (U)																																									
WB - Buffalo Road	B	10.1	A	9.3	B	10.1	A	9.2	A	9.0	B	10.0	A	9.3	B	10.0	A	9.2	A	8.9	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
SB Left - Harry Wells Road	A	0.0	A	7.4	A	7.4	A	7.4	A	7.3	A	0.0	A	7.4	A	7.4	A	7.3	A	7.3																						
29. NY-212/Proposed Westerly Driveway (																																									
EB Left - NY-212	A	8.1	A	8.5	A	8.6	A	8.3	A	8.1	N/A		N/A		N/A		N/A		N/A		A	8.1	A	8.5	A	8.6	A	8.3	A	8.1	N/A		N/A		N/A		N/A		N/A		N/A	
SB - Proposed Driveway	B	13.1	C	15.3	C	15.5	B	14.2	B	12.9											B	13.1	C	15.3	C	15.5	B	14.2	B	12.9												

Notes:

1. A(2.8) = Level of Service (Delay in second
2. NB = Northbound, SB = Southbound, EB
3. (S) = Signalized; (U) = Unsignalized; (R) =
4. N/A = Approach does not exist and/or wa
5. Green shaded cells indicate low delays, y
6. * = Delay is extremely large and Synchro

1. **NYS Route 212/Blue Mountain Road**: The turning movements at this unsignalized intersection currently operate at LOS C or better during all study peak hours and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS C or better during all study peak hours with the exception of the southbound left movement that is projected to operate at LOS E during the AM peak hour. There are currently two southbound lanes for left and right turns on Blue Mountain Road, therefore mitigation for the AM Peak hour LOS E would involve installing a new traffic signal at this intersection. However, it is unlikely that this intersection will meet signal warrants. No mitigation is warranted or recommended as a result of the proposed development.

2. **NYS Route 212/Churchland Road**: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition except for the Friday peak hour; which will operate at LOS C or better. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build condition except for the weekday PM peak hour; which will operate at LOS C or better. No mitigation is warranted or recommended as a result of the proposed development.

3. **NYS Route 212/Proposed Site Driveway**: The proposed site driveway along NYS Route 212 for the southern subarea is proposed to be signalized and would provide a single lane for the site driveway southbound approach for shared left-turn and right-turn movements onto NYS Route 212. Additionally, NYS Route 212 is proposed to be widened to provide an eastbound exclusive left-turn lane into the site. With the proposed signal, this intersection is calculated to operate with an overall LOS C or better during all study peak hours under the SP and RWCS Build conditions. Note that this driveway is not included for the AOR Build condition analysis. A signal warrant analysis was conducted for this intersection and is discussed in a subsequent section of this report.

4. **NYS Route 212/NYS Route 32/Speedway Driveway:** This signalized intersection currently operates at LOS C or better on all approaches during all study peak hours and will continue to do so in the No-Build condition. Under the Sponsors Preferred (SP) and Reasonable Worst-Case Scenario (RWCS) build conditions, all approaches are projected to operate at LOS D or better with the exception of the southbound thru/left movement which is projected to operate at LOS F during all peak hours. Under the and the As-of-Right (AOR) Build conditions, all approaches are projected to operate at LOS D or better with the exception of the southbound thru/left movement which is projected to operate at LOS E during the AM peak hour and LOS F during all other peak hours. The increase in delay is attributed to the southbound left-turn movement which experiences increased traffic volumes as a result of this project. Potential improvements at this intersection include changing the southbound lane geometry such that the through movements are shared with the right turns instead of the left turns.

5. **NYS Route 212/Churchland Lane:** The turning movements at this unsignalized intersection currently operate at LOS C or better during all study peak hours and will continue to do so in the No-Build condition. Under the SP and RWCS build conditions, this intersection's turning movements will operate at LOS C or better during the study peak hours except during the Saturday midday peak hour when the southbound approach will operate at LOS E during. Under the AOR Build condition, this intersection's turning movements will operate at LOS C or better during the study peak hours except for the Saturday midday peak hour when the southbound approach will operate at LOS D or better. Because the LOS degradation to a LOS E or worse is contained to one peak hour, mitigation was not explored for this intersection. Mitigation would require signalization of the intersection however, given the extremely low volume of traffic exiting Churchland Lane, it is unlikely that this intersection would meets signal warrants.

6. **NYS Route 212/Unsignalized driveways (8 intersections between I-87 overpass and Big Lots Driveway)**
   - **NYS Route 212/Saugerties Manor Road:** The turning movements at this unsignalized intersection currently operate at LOS D or better during the study peak hours. Under the No-Build condition, all approaches are projected to operate at LOS D or better during all peak hours except during the Friday peak hour when the southbound approach is projected to operate at LOS E. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS F or better during the study peak hours except for the weekday AM peak hour when will operate at LOS E or better. It should be noted that the maximum number of trips approaching from Saugerties Manor Road is six in one peak hour or one vehicle every ten minutes. The likely factor for the poor LOS is the lack of available gaps resulting in drivers being delayed. However, given the low volume of traffic on Saugerties Manor Road a signal will likely not be warranted for this intersection.
   - **NYS Route 212/Stewart Egress:** The turning movements at this unsignalized intersection currently operate at LOS C or better during all peak hours, and will continue to do so in the No-Build condition. Under the SP and RWCS Build conditions, this intersection's turning movements will operate at LOS C or better during the weekday AM peak hour, LOS C or better during all peak hours except the Friday peak hour which is projected to operate at LOS D. Under the AOR Build condition, this intersection's turning movements will operate LOS C or better during all peak hours. No mitigation is warranted or recommended at this location as a result of the proposed development.
   - **NYS Route 212/Pizza Star Egress:** The turning movements at this unsignalized intersection currently operate at LOS C or better during all study peak hours and will continue to do so in the No-Build and throughout the SP, RWCS, and AOR Build conditions. It is noted that no turning movements occurred at this intersection during the weekday AM peak hour.
   - **NYS Route 212/Pizza Star Driveway:** The turning movements at this unsignalized intersection currently operate at LOS A during the weekday AM, PM and Sunday peak hours and LOS D or better during the Friday and Saturday midday peak hours. Under the No-Build condition, this intersection's turning movements will operate similarly to the current condition during the study peak hours except for the Friday and Saturday midday peak hours; they will operate at LOS E or better. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build condition during the study peak hours except for the Friday and Saturday midday peak hours; they will operate at LOS F or better. It is noted that no turning movements occurred at this intersection during the weekday AM peak hour.
     Considering the location of the two Pizza Star driveways which are in very close proximity to two adjacent signals, no mitigation is warranted or recommended. If/when this property is redeveloped in the future, the Town should consider requiring cross connection to one or both of the adjacent properties and eliminating one or both of the site driveways to reduce congestion and improve safety along NYS Route 212.
   - **NYS Route 212/Tomsons Road:** The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the AOR Build conditions. Under the SP and RWCS Build conditions, the southbound approach changes from LOS B to C during the Friday peak hour, however this is considered a borderline condition as the threshold between LOS C and C is 15.0 seconds per vehicle and the actual increase in delay projected is 1.2 seconds. No mitigation is warranted or recommended at this location as a result of the proposed project.
   - **NYS Route 212/Verizon Egress:** The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build and throughout the SP, RWCS, and AOR Build conditions.
   - **NYS Route 212/Mobil Driveway:** The turning movements at this unsignalized intersection currently operate at LOS C or better during all study peak hours and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build condition during the study peak hours except for the Friday peak hours; they will operate at LOS D or better.

9. **NYS Route 212/I-87 Northbound Ramp/McDonalds Driveway:** All approaches at this intersection currently operate at LOS D or better during all peak hours except the NB left turn movement exiting the I-87 off-ramp which operates at LOS E during the AM peak hour. It is noted that the threshold between LOD D and E is 55.0 seconds and the northbound left turn movements operate with delays that fluctuate between 54 and 56 seconds during the AM, PM and Friday peak hours under existing and background conditions. Additionally, the northbound thru/right turn movement changes from LOS D to E and/or F and the eastbound through movement changes to LOS E during the Saturday peak hour under all three development conditions. Proposed mitigation includes adding a northbound right turn lane and signal timing adjustments which result in operating conditions that are similar to background conditions.

14. **NYS Route 212/Kings Highway/Buns Burger Driveway:** This intersection currently operates at LOS C or better on all approaches with he exception of the northbound left/thru movement which operates at LOS E during the AM, PM, and Friday peak hours. Under the AOR, SP and RWCS build conditions, the northbound left/thru movement changes to LOS F during the Friday peak hour. Minor signal adjustments result in operating conditions that are similar to background conditions.

16. **NYS Route 212/Big Lots Driveway:** This signalized intersection currently operates with an overall LOS A during the weekday AM peak hour and overall LOS B during the other study peak hours and will continue to do so in the No-Build and throughout the SP, RWSC, and AOR conditions. All movements are calculated to operate acceptably at this intersection; however, due to its close proximity to other signalized intersections on NYS Route 212, it was included in the potential improvements discussed in the following section of this report.

17. **NYS Route 212/Railroad Avenue/Abbotts Court:** The turning movements at this unsignalized intersection currently operate at LOS D or better during all study peak hours and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build conditions during all study peak hours.

18. **NYS Route 32/Market Street**: This signalized intersection currently operates with an overall LOS B during all study peak hours and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection will operate similarly to the No-Build condition during all study peak hours.

19. **NYS Route 32/Main Street/Market Street:** This signalized intersection currently operates with an overall LOS B during all peak hours. Under the No-Build and SP, RWCS, and AOR Build conditions, this intersection will continue to operate with an overall LOS B during all peak hours.

20. **Main Street/Partition Street**: This signalized intersection currently operates with an overall LOS B during the study peak hours. Under the background (no-build) conditions all approaches operate at LOS C or better. Under the various build condition scenarios, several approaches change from LOS B to C, however these are considered borderline conditions as the threshold between LOS B and C is 15.0 seconds and the increases in delay are less than 5 seconds.

21. **NYS Route 32/I-87 Southbound Ramp/Augusta Savage Road (Site Driveway):** This signalized intersection currently operates with an overall LOS B during the study peak hours and will continue to do so in the No-Build condition except for the Friday and Sunday midday peak hours; it will operate with an overall LOS C and D respectively.

As part of this project, geometric and signal timing improvements are proposed at this signal. Specifically, the Augusta Savage Road eastbound approach is proposed to be widened to provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane; the I-87 ramp westbound approach is proposed to be widened to provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane; and the NYS Route 32 southbound approach is proposed to be widened to provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane. In other words, all approaches at the signal would provide an exclusive lane for each movement. Additionally, the signal cycle length and phase splits would be optimized for each of the study peak hours. With the proposed improvements, this intersection is calculated to operate with an overall LOS D during the weekday SAT peak hour and overall LOS C during the other study peak hours under the SP and RWCS Build conditions.

22. **NYS Route 32/Old Route 32**: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition except for the Sunday midday peak hour; they will operate at LOS C or better. Under the SP, RWCS and AOR Build condition, this intersection's turning movements will operate at LOS C or better during all study peak hours.

23. **NYS Route 32/NEA Driveway:** The proposed site driveway along NYS Route 32 for the northeastern subarea is also proposed to be signalized and would provide one (1) exclusive left-turn lane and one (1) exclusive right-turn lane for the site driveway eastbound approach. Additionally, NYS Route 32 is proposed to be widened to provide a northbound exclusive left-turn lane into the site. With the proposed signal, this intersection is calculated to operate with an overall LOS C or better during all study peak hours under the SP and RWCS Build conditions with the exception of the Sunday peak hour which is projected to operate at overall LOS D. Note that this driveway is not included for the AOR Build condition analysis. A signal warrant analysis was conducted for this intersection and is discussed in section 7.2 of this report.

24. **NYS Route 32/Mower Mill Road**: The turning movements at this unsignalized intersection currently operate at LOS B or better during the weekday AM, PM, Friday, and Saturday midday peak hours and LOS C or better during the weekday Sunday midday peak hour and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS C or better during all peak hours.

25. **NYS Route 32/Peoples Road/Hommelville Road**: The turning movements at this unsignalized intersection currently operate at LOS D or better during all study peak hours. Under the No-Build condition, this intersection's turning movements will operate at LOS E or better during the weekday PM peak hour and LOS D or better during the other study peak hours. Under the SP, RWCS, and AOR Build conditions, the main line movements will operate similarly with the No-Build condition, but the Peoples Road westbound approach movements will operate at LOS E and F during all study peak hours. Additionally, the Hommelville eastbound approach movements will operate at LOS F during the weekday PM and Saturday midday peak hours. Signal warrants are met at this intersection as described in Section 7.2 and a new signal is recommended as mitigation at this location. Potential improvements at this intersection are discussed in greater detail in the following section of this report.

26. **NYS Route 32/CR 34 (Old Kings Highway)**: The turning movements at this unsignalized intersection currently operate at LOS C or better during the weekday AM and Saturday midday peak hours and LOS D or better during the weekday PM, Friday, and Sunday midday peak hours. Under the No-Build condition, this intersection's turning movements will operate at LOS C or better during the weekday AM and Saturday midday peak hours and LOS E or better during the weekday PM, Friday, and Sunday midday peak hours. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS E or better during the weekday AM peak hour and LOS F or better during the other study peak hours. Signal warrants are met at this intersection as described in

Section 7.2 and a new signal is recommended as mitigation at this location. Potential improvements at this intersection are discussed in greater detail in the following section of this report.

27. **NYS Route 32/Old Route 32/CR 34**: The turning movements at this unsignalized intersection currently operate at LOS B or better during the study peak hours. Under the No-Build and SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate generally similar to the current condition with minimal increases in delay.

28. **Harry Wells Road/Buffalo Road**: The turning movements at this unsignalized intersection currently operate at LOS A during all study peak hours. Under the No-Build and throughout the SP, RWCS, and AOR Build conditions, all movements will operate at LOS B or better.

7.7 Queueing Analysis Results

A queuing assessment was performed at each signalized intersection during all peak hours under existing, background, SP full build, and SP full build with mitigation conditions to determine the 95th percentile queue length, measured from the stop bar location for each approach using Synchro. The existing 95th percentile queues are shown in Figures 3D-3F, the background 95th percentile queues are shown in Figures 4D-4F, the SP full build 95th percentile queues are shown in Figures 7J-7K, and the SP full build 95th percentile queues are shown in Figures 7M-7O and discussed below.

3. **NYS Route 212/Proposed Site Driveway**: None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection with the recommended traffic signal installed at this intersection, therefore, there is ample storage capacity at this intersection.

4. **NYS Route 212/NYS Route 32/Speedway Driveway:** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under all conditions, therefore, there is ample storage capacity at this approach. It should be noted that the 95th percentile southbound queue is 866 feet under SP full build conditions during the weekday PM and Saturday peak hours. With the recommended mitigation in place at this intersection, the 95th percentile queue is reduced to 562 feet during the PM peak hour and 573 feet during the Saturday peak hour.

9. **NYS Route 212/I-87 Northbound Ramp/McDonalds Driveway:** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under existing or background conditions. Under the SP full build conditions, the northbound thru/right approach 95th percentile queue exceeds the 215 feet of available storage during the weekday PM, Friday, and Saturday peak hours. Under the SP full build with mitigation condition, the northbound right 95th percentile queues do not exceed the 215 feet of available storage under any peak hour. However, the 95th percentile queue for the northbound left/thru approach is anticipated to exceed the 215 feet of available storage during the weekday PM, Friday, and Saturday peak hours. To mitigate the northbound left/thru 95th percentile queue, it is recommended that the northbound left/thru storage lane is extended to provide 450 feet of storage. With the recommended mitigation in place, the 95th percentile queue for the westbound thru/right approach is anticipated to extend into the adjacent Kings Highway intersection during the weekday PM and Friday peak hours. Given the uncertainty of the site program, the long timeframe for the project build-out, that there may be improvements to the intersection between now and when the project is built, and that this long queue may only occur a few times during the peak hours, no additional mitigation is recommended at this intersection.

14. **NYS Route 212/Kings Highway/Buns Burger Driveway:** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under existing or background conditions. Under the SP full build conditions, the eastbound thru approach 95th percentile queue extends into the adjacent I-87 NB Ramps intersection during the Saturday and Sunday peak hours. Under the SP full build with mitigation condition, the eastbound thru approach 95th percentile queue still extends into the adjacent I-87 NB Ramps intersection during the Saturday and Sunday peak hours. Given the uncertainty of the site program, the long timeframe for the project build-out, that there may be improvements to the intersection between now and when the project is built, and that this long queue may only occur a few times during the peak hours, no additional mitigation is recommended at this intersection.

16. **NYS Route 212/Big Lots Driveway:** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under all conditions at this intersection, therefore, there is ample storage capacity at this intersection.

18. **NYS Route 32/Market Street**: None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under all conditions at this intersection, therefore, there is ample storage capacity at this intersection.

19. **NYS Route 32/Main Street/Market Street:** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under all conditions at this intersection, therefore, there is ample storage capacity at this intersection.

20. **Main Street/Partition Street**: None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under all conditions at this intersection, therefore, there is ample storage capacity at this intersection.

21. **NYS Route 32/I-87 Southbound Ramp/Augusta Savage Road (Site Driveway):** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection during any peak hour under existing conditions. Under the background, SP full build, and SP full build with mitigation conditions, the southbound left approach 95th percentile queue does exceed the 350 feet of available storage during the Sunday peak hour. Under the SP full build condition, the northbound left 95th percentile queue does exceed the 145 feet of available storage under weekday PM, Friday, Saturday, and Sunday peak hours. Under the SP full build with mitigation condition, the northbound left 95th percentile queue does exceed the 145 feet of available storage under weekday PM, Friday, and Saturday peak hours. To mitigate the northbound left queue, it is recommended that the northbound left turn lane is extended to provide 250 feet of storage. Given the uncertainty of the site program, the long timeframe for the project build-out, that this long queue may only occur a few times during the peak hours, and that the southbound left queue is driven by ski traffic going onto the I-87 SB highway which only occurs during a portion of the year, no additional mitigation is recommended at this intersection.

23. **NYS Route 32/NEA Driveway:** None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection with the recommended traffic signal installed at this intersection with the exception of the northbound left 95th percentile queues which exceed the 150 feet of available storage, therefore, it is recommended that the northbound left turn lane is constructed with 250 feet of storage such that there is ample storage capacity at this intersection.

25. **NYS Route 32/Peoples Road/Hommelville Road**: None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection with the recommended traffic signal installed at this intersection, therefore, there is ample storage capacity at this intersection.

26. **NYS Route 32/CR 34 (Old Kings Highway)**: None of the 95th percentile queues exceed the available storage or extend into an adjacent signalized intersection with the recommended traffic signal installed at this intersection, therefore, there is ample storage capacity at this intersection.

7.8 Off-Site Mitigation

The capacity and queueing analyses reveal that off-site locations are expected to experience operational constraints due to the additional volumes from full build-out in the PDD. Possible improvements have been identified that, if implemented, will improve the operations at these locations. **Table 12** provides a summary of the locations with these constraints and the possible improvements. If approved, these improvements would be implemented by the applicant in coordination with the Town of Saugerties, Ulster County, and NYSDOT and would be funded based on the respective jurisdictional agency's preferred method. Conceptual improvement plans would be prepared subsequent to preliminary approval by the respective jurisdictional agencies.

Table 12: *Off-Site Mitigation Summary*

Location	Build Conditions Concerns	Possible Improvements
NYS Route 32/NYS Route 212 Intersection	• Southbound delays • Overall intersection delays • Westbound and southbound queues	• Signal timing modifications • Southbound approach lane geometry changes
NYS Route 212/I-87 NB Ramp Intersection/ McDonalds Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Construct northbound right lane • Extend second northbound lane to provide 450 ft of storage • Signal phasing/timing/coordination modifications
NYS Route 212 Signalized Intersections: 3. Kings Highway 4. Big Lots Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Signal timing coordination
NYS Route 212/I-87 SB Ramp Intersection/ Augusta Savage Rd	• Overall intersection/approach delays • Queue on the approaches	• Construct additional approach lanes and/or revise lane geometry on all four approaches • Signal phasing/timing modifications
NYS Route 32/Hommelville Rd/Peoples Rd	• Delays on eastbound and westbound approaches	• Proposed traffic signal
NYS Route 32/Old Kings Highway (CR 34)	• Delays on westbound approach	• Install northbound right turn lane • Proposed traffic signal

As stated above, this analysis and the recommended mitigation is based on a full build-out plan in the PDD to inform decision makers of the potential areas of concern. It is anticipated that each application that is made to the Town of Saugerties for development within the PDD will be accompanied with trip generation information that can be compared to this TIS to identify the need and timing for implementing the recommend improvements.

7.9 Construction Traffic

In this preliminary phase, the composition of construction related truck traffic associated with the construction of the development is still being determined. In preparation for the anticipated construction related truck traffic, the routes depicted in the figure on the right to access the site have been identified.



As shown, construction related trucks bound to/from the site would travel on I-87. It should be noted that I-87 is a designated Qualifying Highway per the NYSDOT *Truck Book*, dated October 2022. This designation allows for Special Dimension Vehicles (SDVs) to utilize the roadway. It is noted that SDVs are permitted to travel on surrounding roadways to I-87 up to one (1) mile from the site per the NYSDOT *Truck Book*. Any existing truck restrictions will be considered when planning routes for any oversized deliveries to the site.

7.10 Other Considerations

Within the DEIS Scoping Document, there are several items listed under section 4.6.8. "Impacts on Transportation" that do not fit under the previous parts of this report. As such, they are discussed below.

The goals of the Ulster County Transportation Improvement Program were reviewed. The following items are noted:

- The project would include a large area of open space and the conservation of the Beaverkill stream which is protecting and enhancing the environment. The suggested improvements will not affect the Beaverkill.
- This project is expected to improve the quality of life and economic vitality of the area and enhance travel and tourism. The suggested improvements, once implemented, will minimize recognizable delays in the transportation system.
- The improvements discussed in Table 12, specifically for the Peoples Road/Hommelville and NYS Route 32/Old Kings Highway (CR 34) intersections, would improve the safety of the transportation system for motorized users.

The project layout would be designed to provide adequate internal access and circulation throughout the site. It is noted that at this preliminary stage, details of the internal access roadways and circulation patterns, and other operational characteristics have not been finalized. As such, turning templates have not been prepared. These design evaluations will be conducted during the Town's review of a site plan application for a proposed development within the PDD. Internal pedestrian and bicycle accommodations will also be provided on-site but have not been finalized at this time. As the project advances, coordination with emergency services organizations including police, fire, and ambulance will be made to ensure their requirements are met, including truck turning movements.

As part of this project, consideration will be made to expand the existing UCAT bus service shown in Table 3 to serve the existing park and ride facility located along the NYS Route 32 site frontage. It is noted that the park and ride facility permits carpool parking for up to 72 hours; however, the existing parking demand was not evaluated at this time. As this project is advanced, the applicant is willing to work with the Town of Saugerties and other relevant agencies to accommodate and promote this park and ride facility and implement pedestrian and parking improvements, as needed. It should be noted that if/when the park and ride improvements and bus route changes are implemented, it is expected

that a portion of the site-generated trips will be made via bus transit, thus reducing the number of primary vehicular trips at the site driveways and study intersections. However, for the purpose of this report, no transit trip reductions were applied.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This report identified and evaluated the potential traffic impacts that can be expected from the proposed rezoning of the Winston Farm development. The scope of this study was based on Section 4.6.8 "Impacts on Transportation" of the Final Scope DGEIS, dated January 4, 2023 and includes 26 off-site intersections. Traffic volume data was collected in December 2022 and January 2023 in order to capture peak ski season traffic and the study conservatively evaluated a design year of 2040. The study evaluated three development scenarios – As-of-Right (AOR), Sponsor's Preferred (SP), and Reasonable Worst Case Scenario (RWCS). The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor traffic impacts to study area intersections with the recommended mitigation in place. The following sets forth the conclusions and recommendations based upon the results of the analyses:

Conclusions

1. The crash analysis indicates that nine (9) of the twenty-six (26) intersections evaluated experienced crash rates greater than the state-wide average for similar types of intersections. The crash analysis generally did not identify any geometric deficiencies at any of the intersections.
2. All site driveways will be signalized thereby eliminating most sight distance concerns. As each phase of the project goes through the site planning process and updated traffic studies are provided, they should look closely at the access points at that time to determine if right turn on red movements should be prohibited due to sight distance concerns.
3. At this preliminary phase of the project, the exact number and layout of parking areas has not been determined. However, upon review of the plans it is evident that ample parking areas are strategically provided throughout the site area to serve the individual land uses on-site.
4. Under the AOR scenario, the project would generate the fewest amount of peak hour trips. Under the SP scenario, the project would generate more trips than under AOR scenario during each of the study peak hours with the lowest difference being 371 total trips and the greatest difference being 662 total trips. Finally, under the RWCS scenario, the project would generate more trips than under both the AOR and SP scenarios during each of the study peak hours.
5. The AOR scenario is expected to generate approximately 327 entering/494 exiting vehicle trips during the AM peak hour, 592 entering/431 exiting vehicle trips during the PM peak hour, 671 entering/450 exiting vehicle trips during the Friday peak hour, 668 entering/714 exiting vehicle trips during the Saturday peak hour, and 521 entering/495 exiting vehicle trips during the Sunday peak hour.
6. The SP scenario is expected to generate approximately 645 entering/583 exiting vehicle trips during the AM peak hour, 810 entering/781 exiting vehicle trips during the PM peak hour, 926 entering/856 exiting vehicle trips during the Friday peak hour, 933 entering/856 exiting vehicle trips during the Saturday peak hour, and 681 entering/706 exiting vehicle trips during the Sunday peak hour.
7. The RWCS scenario is expected to generate approximately 754 entering/642 exiting vehicle trips during the AM peak hour, 873 entering/853 exiting vehicle trips during the PM peak hour, 952 entering/881 exiting vehicle trips during the Friday peak hour, 999 entering/915 exiting vehicle trips during the Saturday peak hour, and 775 entering/803 exiting vehicle trips during the Sunday peak hour.
8. The left turn lane warrant investigation indicates that a left-turn treatment is warranted at the NYS Route 212/proposed easterly driveway and at the NYS Route 32/Proposed driveway intersections during all peak hours

under full development conditions. A left-turn treatment is not warranted at the NYS Route 212/proposed westerly driveway.

9. Based upon the results of the traffic signal warrant analysis, a traffic signal is warranted at all four intersections evaluated under full build conditions. These locations include: the existing NY-32/Peoples Rd/Hommelville Rd and NY-32/Old Kings Hwy intersections and the NYS Route 212/Proposed Easterly Driveway and NYS Route 32/Proposed Driveway intersections.
10. The intersections that meet signal warrants were also evaluated for feasibility of installing a roundabout. All intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT. It should be noted that the geometric feasibility, i.e. the constructability of a roundabout, was not investigated at this time. For the purposes of this study, detailed operational analyses of these intersections were not conducted. Rather, capacity improvements and/or phasing and timing changes were explored to mitigate operational constraints expected under the 2040 Sponsors Preferred Build conditions. A more detailed evaluation should be conducted as traffic studies are updated during the site plan approval processes in the future.
11. A feasibility evaluation for roundabouts was performed at the following intersections: NYS Route 32/Old kings Hwy, NYS Route 32/Peoples Road, NYS Route 32/Northeast Area Driveway, NYS Route 32/Augusta Savage Road/Interstate-87 SB Ramp, NYS Route 32/NYS Route 212, and NYS Route 212/South Area Driveway. all intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT.
12. Most of the study intersections are expected to operate at acceptable operating conditions that are similar to the background (No-build) conditions with the recommended mitigation in place. Section 7.6 provides details related to the operating conditions at each intersection.
13. A queuing assessment was performed at each signalized intersection during all peak hours under existing, background, SP full build, and SP full build with mitigation conditions to determine the 95th percentile queue length, measured from the stop bar location for each approach using Synchro. In general, 95th percentile queues so not exceed available storage with the recommended mitigation measures in place with minor exceptions that are discussed in more detail in Section 7.7.
14. The proposed project intends to embrace the goals of Ulster County Transportation Improvement Program. Furthermore, it is prepared to work with UCAT as well as the Greyhound and Trailways bus services to expand services to better support the traveling public.
15. Pursuant to the State Environmental Quality Review Act, this detailed analysis demonstrates that the proposed project does not result in any significant adverse traffic impacts.

Recommendations

1. Based on the crash evaluation, it is recommended that NYSDOT considers installing flashing yellow arrows for the permitted left turn phases for at least the eastbound approach at the NYS Route 212/NYS Route 32 intersection to mitigate the left turn crash pattern.
2. As the proposed development moves through the future site plan review process, detailed design related to the number of parking spaces, appropriate on and off-site wayfinding, and the need for temporary event traffic control should be evaluated.
3. A more detailed roundabout evaluation should be conducted as traffic studies are updated during the site plan approval processes in the future.
4. The detailed capacity analysis showed that the additional traffic volumes generated by the proposed project can be accommodated by the existing roadway network with the recommended mitigation in place.

5. Various mitigation measures were evaluated to address operational constraints resulting from the SP and RWCS development scenarios. These mitigation measures are discussed in detail in Sections 7.6 and 7.8 and can be found in Table 12 which is reproduced below. The mitigation measures include changes to intersection geometry, signalization of intersections, and adjustments to existing signal timings and phasing.

Off Site Mitigation Summary

Location	Build Conditions Concerns	Possible Improvements
NYS Route 32/NYS Route 212 Intersection	• Southbound delays • Overall intersection delays • Westbound and southbound queues	• Signal timing modifications • Southbound approach lane geometry changes
NYS Route 212/I-87 NB Ramp Intersection/ McDonalds Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Construct northbound right lane • Extend second northbound lane to provide 450 ft of storage • Signal phasing/timing/coordination modifications
NYS Route 212 Signalized Intersections: 5. Kings Highway 6. Big Lots Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Signal timing coordination
NYS Route 212/I-87 SB Ramp Intersection/ Augusta Savage Rd	• Overall intersection/approach delays • Queue on the approaches	• Construct additional approach lanes and/or revise lane geometry on all four approaches • Signal phasing/timing modifications
NYS Route 32/Hommelville Rd/Peoples Rd	• Delays on eastbound and westbound approaches	• Proposed traffic signal
NYS Route 32/Old Kings Highway (CR 34)	• Delays on westbound approach	• Install northbound right turn lane • Proposed traffic signal

9.0 REFERENCES

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- A Policy on Geometric Design of Highways and Streets (7th Edition). The American Association of State Highway and Transportation Officials (AASHTO). 2018.
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- Seasonal Adjustment Factors. New York State Department of Transportation. 2024.
- Projects in Your Neighborhood. New York State Department of Transportation. 2024.

10.0 FIGURES

Figures 1A through 7O are included on the following pages.

Figure 1A

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 1,000 2,000 4,000 Feet N

Site Location and Study Area

Key:
- # Study Intersection
- # Proposed Intersection
- Study Area

Project Number: 20202934.0001

Figure 1B

PASSERO engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 100 200 400 Feet N

Site Location and Study Area

Key:

Study Intersection

Study/Proposed Intersection

Project Number: 20202934.0001

Figure 1C

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 300 600 1,200 Feet N

Site Location and Study Area

Key:
- # Study Intersection
- # Proposed Intersection

Project Number: 20202934.0001

Figure 1D

PASSERO engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 400 800 1,600 Feet N

Site Location and Study Area

Key:
- # Study Intersection
- # Study/Proposed Intersection

Project Number: 20202934.0001

Figure 1E

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 400 800 1,600 Feet N

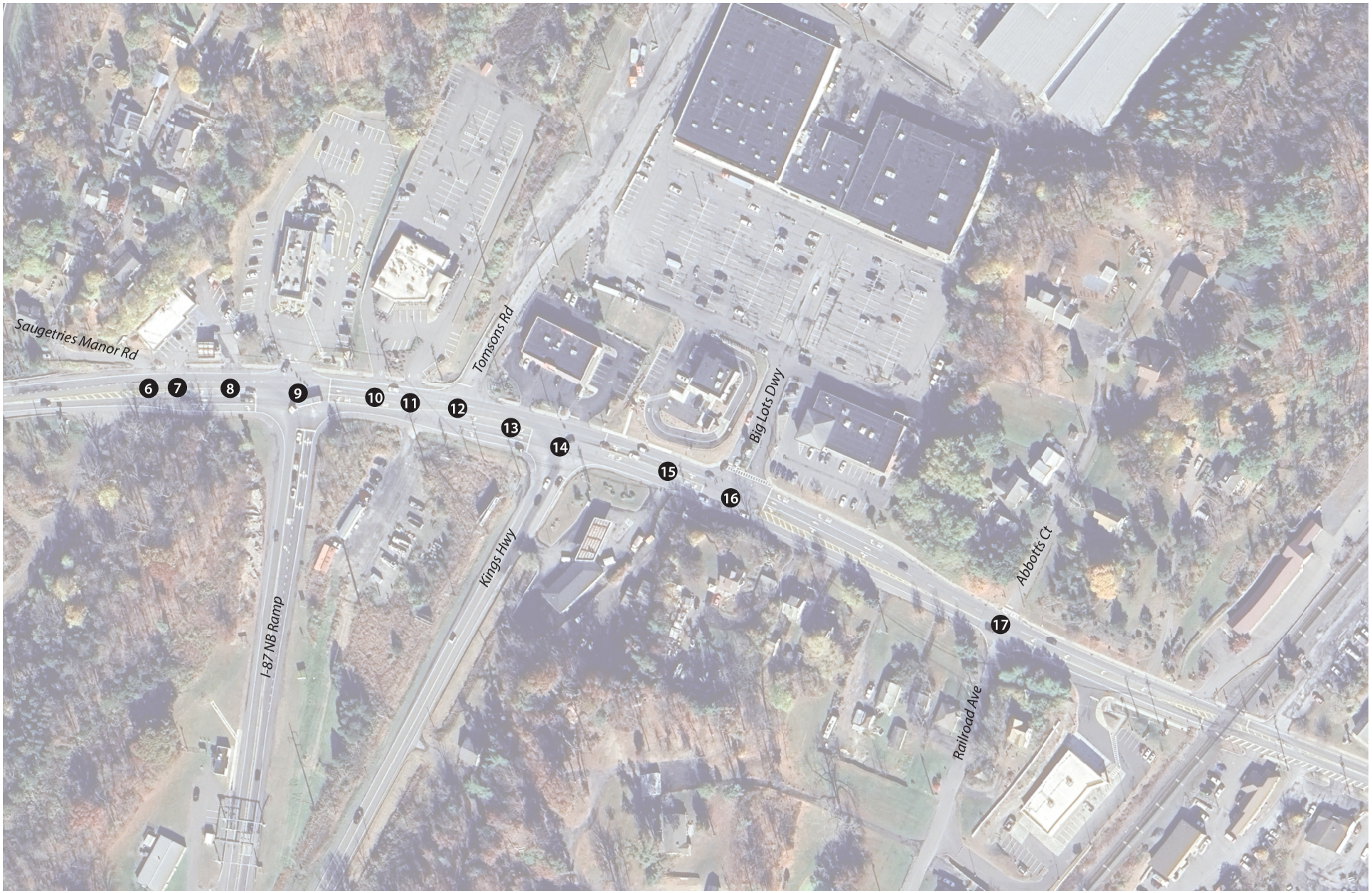
Site Location and Study Area

Key:
- # Study Intersection
- # Study/Proposed Intersection

Project Number: 20202934.0001

Figure 1F

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 100 200 400 Feet N

Site Location and Study Area

Key:
- # Study Intersection
- # Proposed Intersection

Project Number: 20202934.0001

Figure 1G

PASSERO engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 100 200 400 Feet N

Site Location and Study Area

Key:
- # Study Intersection
- # Study/Proposed Intersection

Project Number: 20202934.0001

Figure 1H

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, Ulster County, NY

0 70 140 280 Feet N

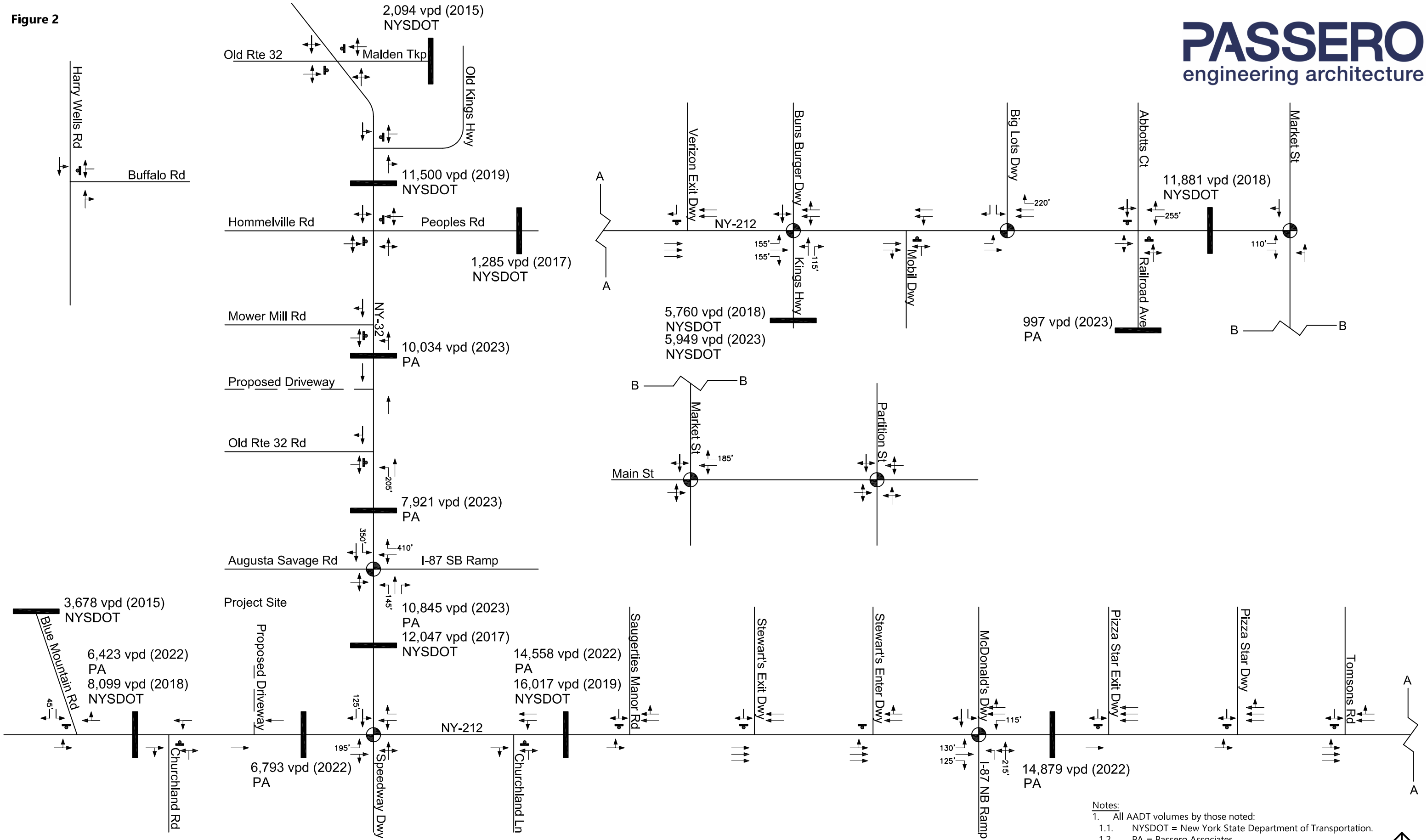
Site Location and Study Area

Key:
Study Intersection
Study/Proposed Intersection

Project Number: 20202934.0001

Figure 2

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Lane Geometry and Average Daily Traffic

Project Number: 20202934.0001

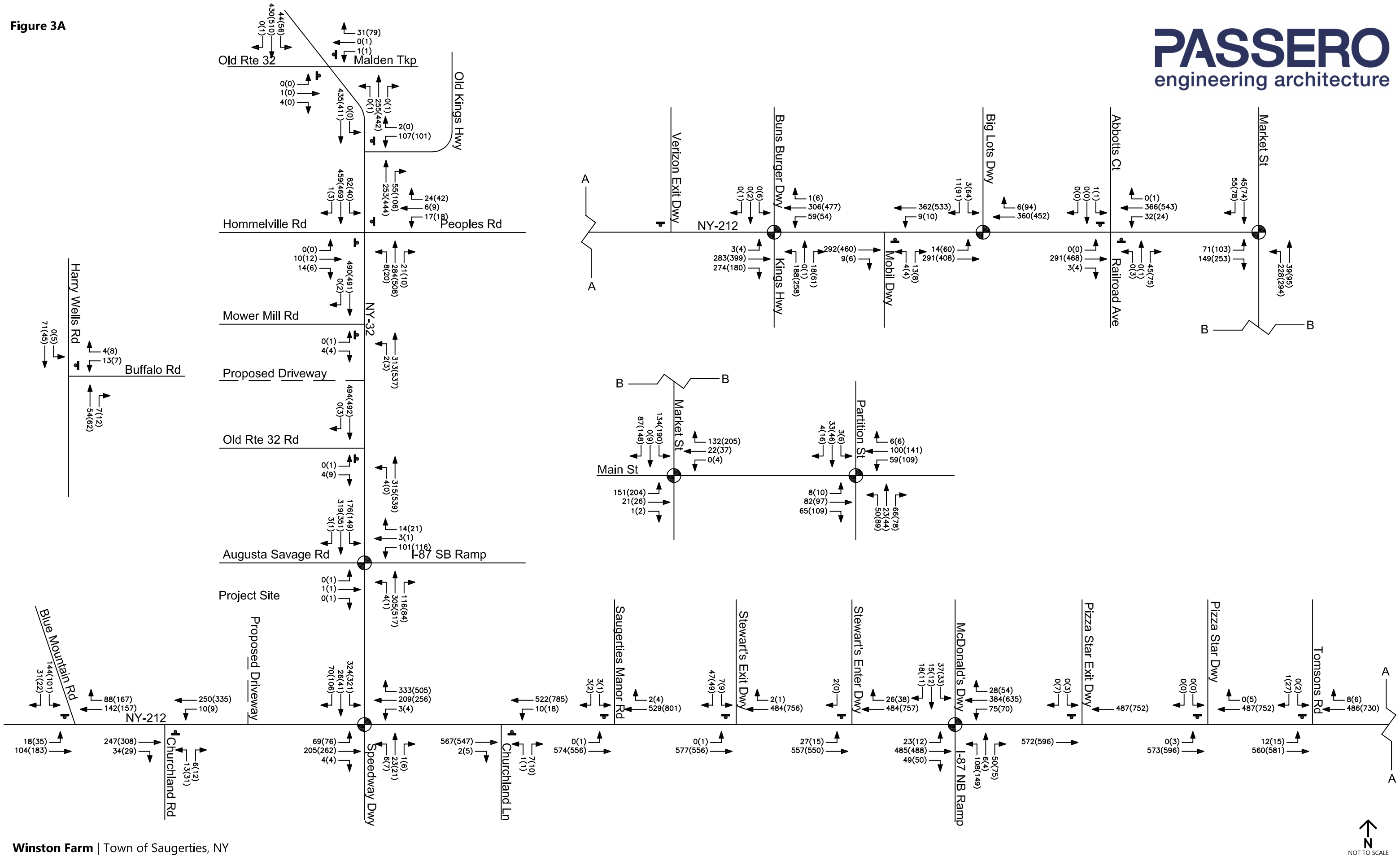
Notes:
1. All AADT volumes by those noted:
   1.1. NYSDOT = New York State Department of Transportation.
   1.2. PA = Passero Associates.
2. vpd = Vehicles per day.
3. Turn lane lengths shown include only storage.

N
NOT TO SCALE

KEY:
- Site Access
- Traffic Signal
- Stop Sign

Figure 3A

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

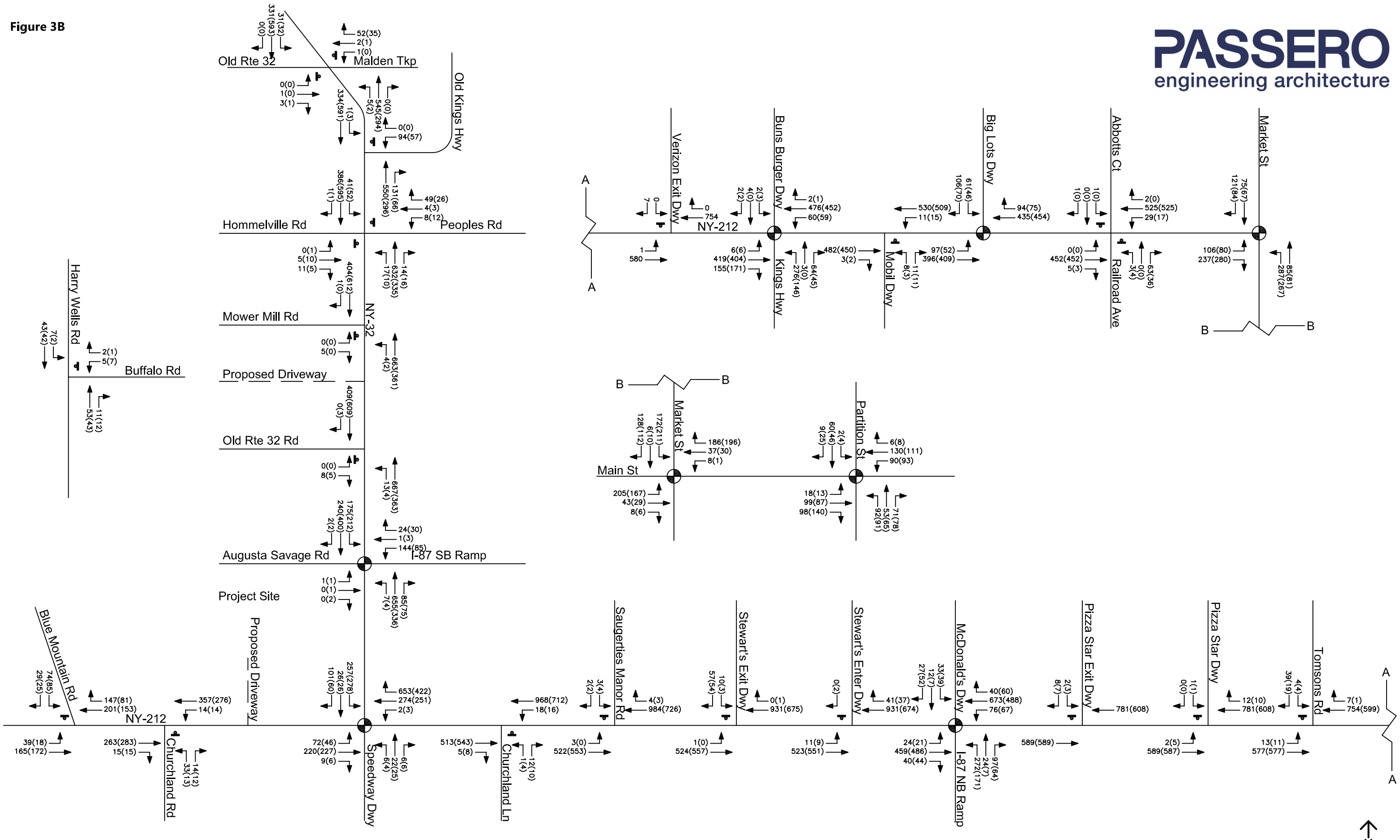
AM and PM Peak Hour Volumes
2023 Adjusted Existing Conditions

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 3B

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

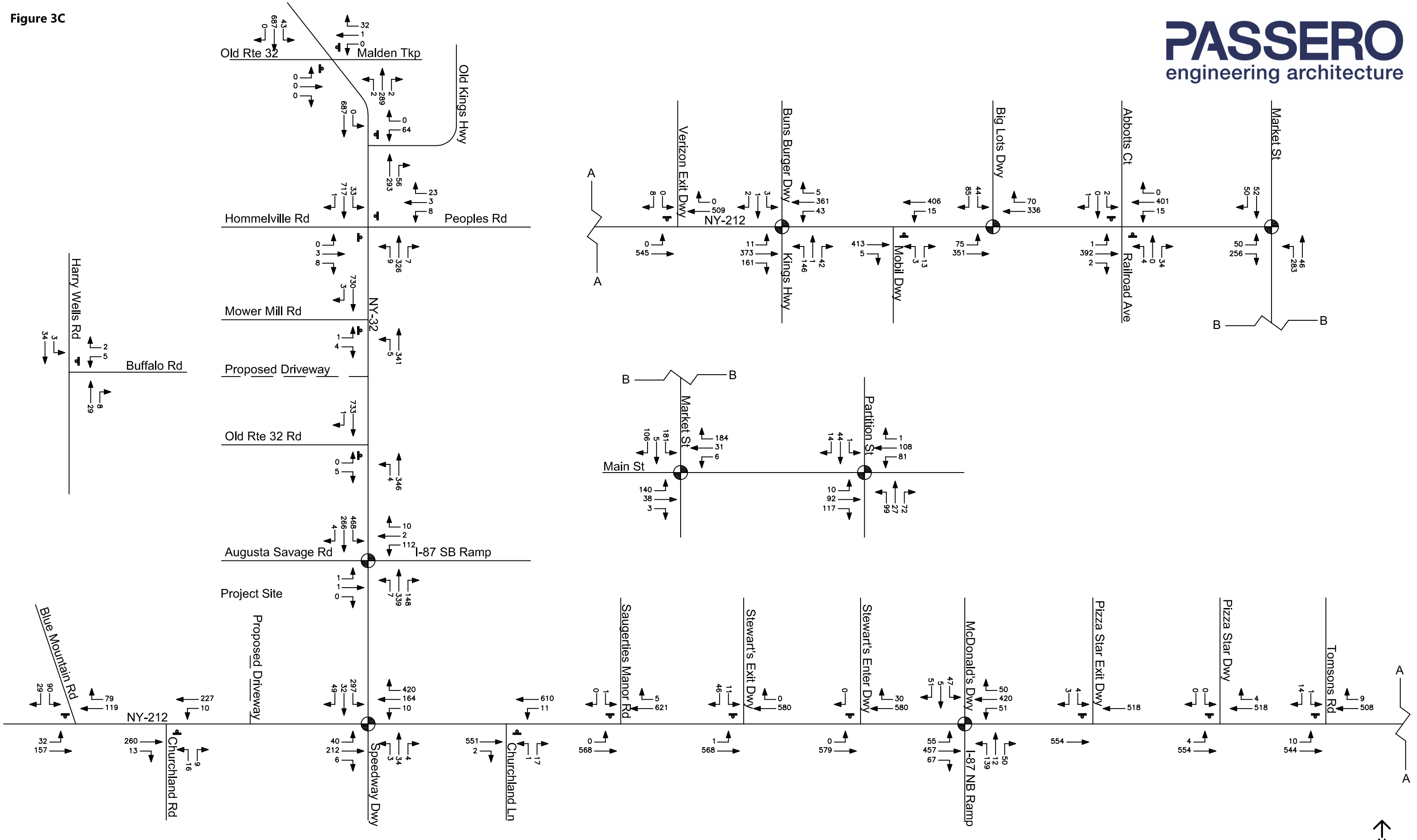
Friday and Saturday Peak Hour Volumes
2023 Adjusted Existing Conditions

Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) Friday(Saturday)

Figure 3C

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

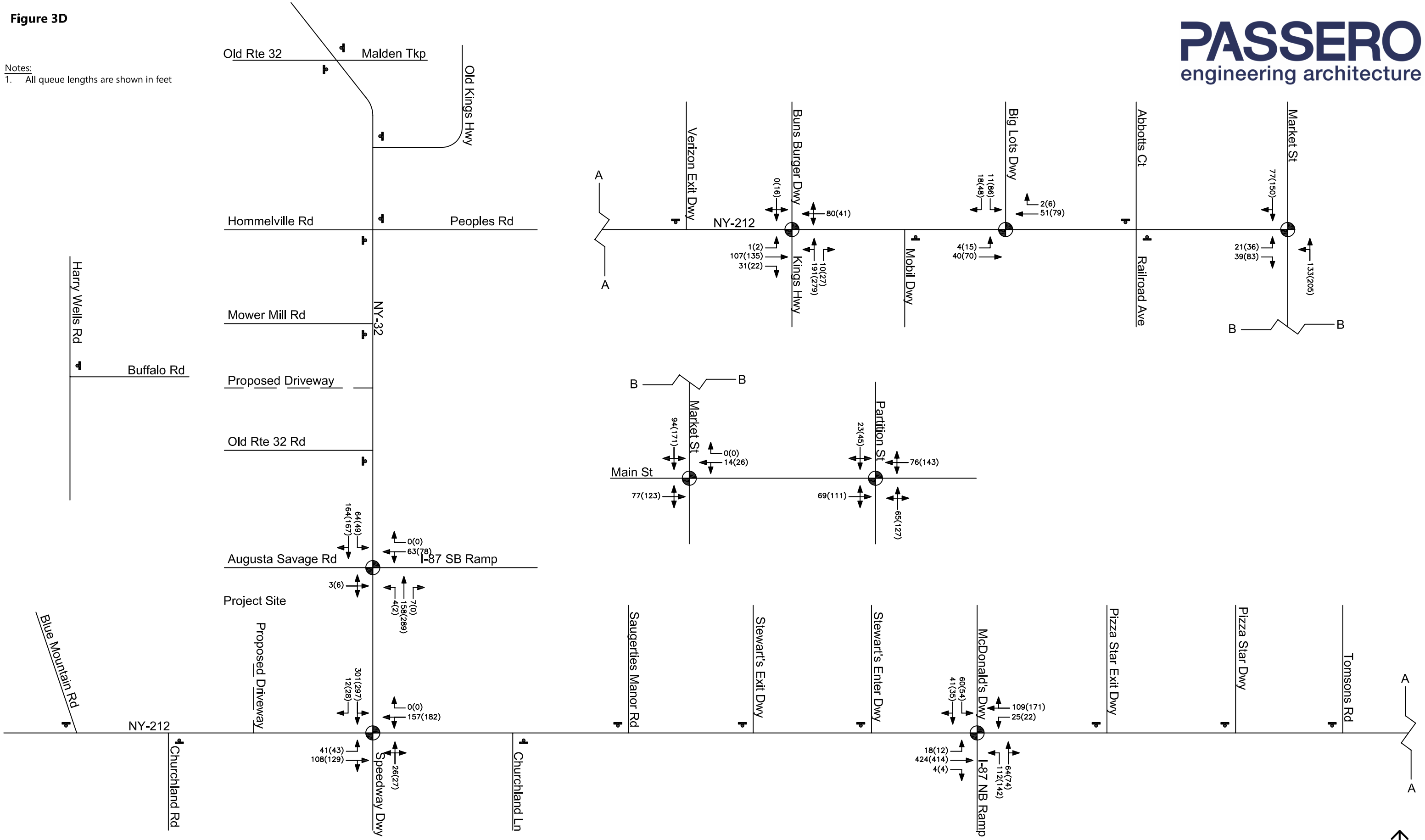
Sunday Peak Hour Volumes
2023 Adjusted Existing Conditions

Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Figure 3D

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

AM and PM Peak Hour 95th Percentile Queue Lengths
2023 Adjusted Existing Conditions

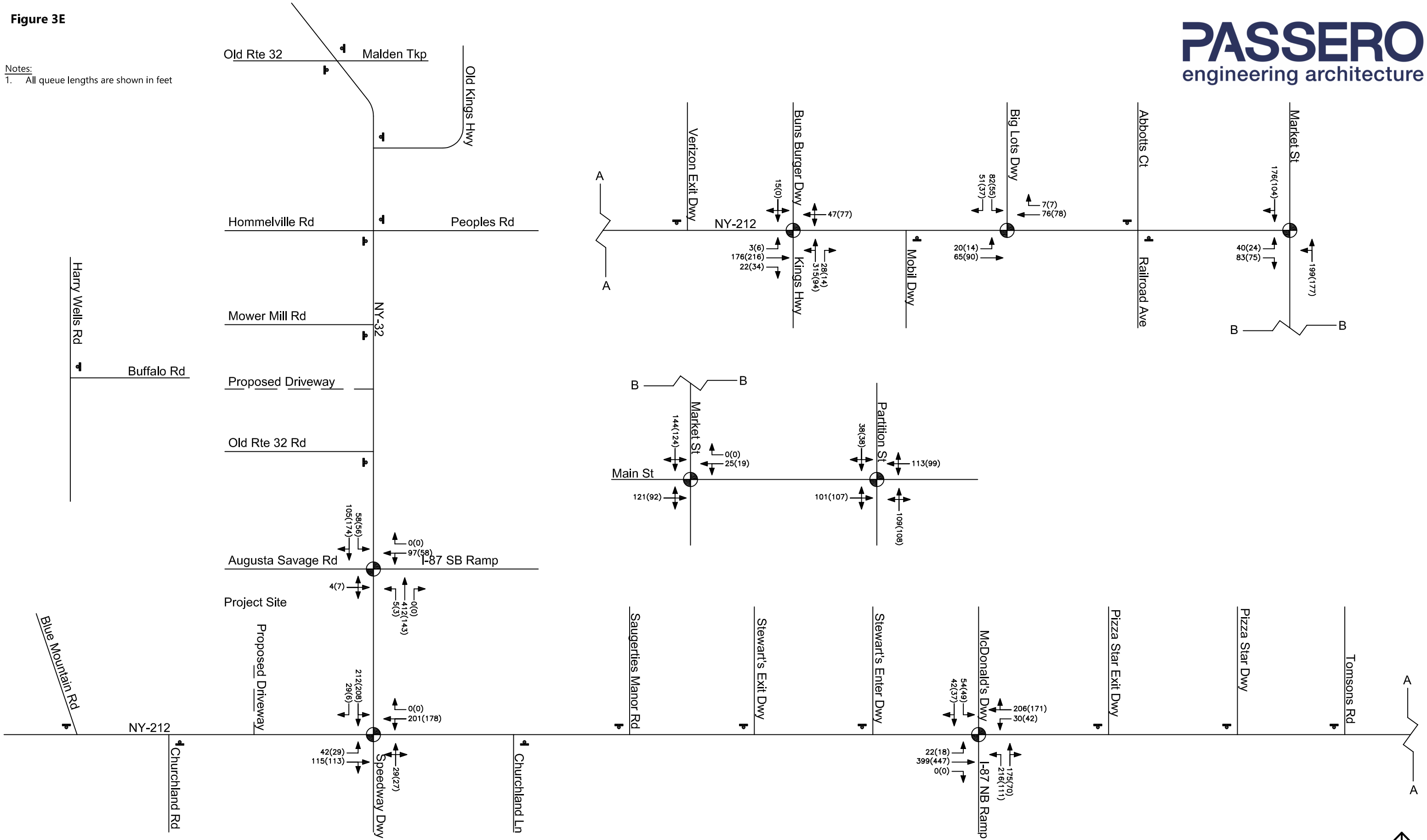
Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) AM(PM)

Figure 3E

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

Friday and Saturday Peak Hour 95th Percentile Queue Lengths
2023 Adjusted Existing Conditions

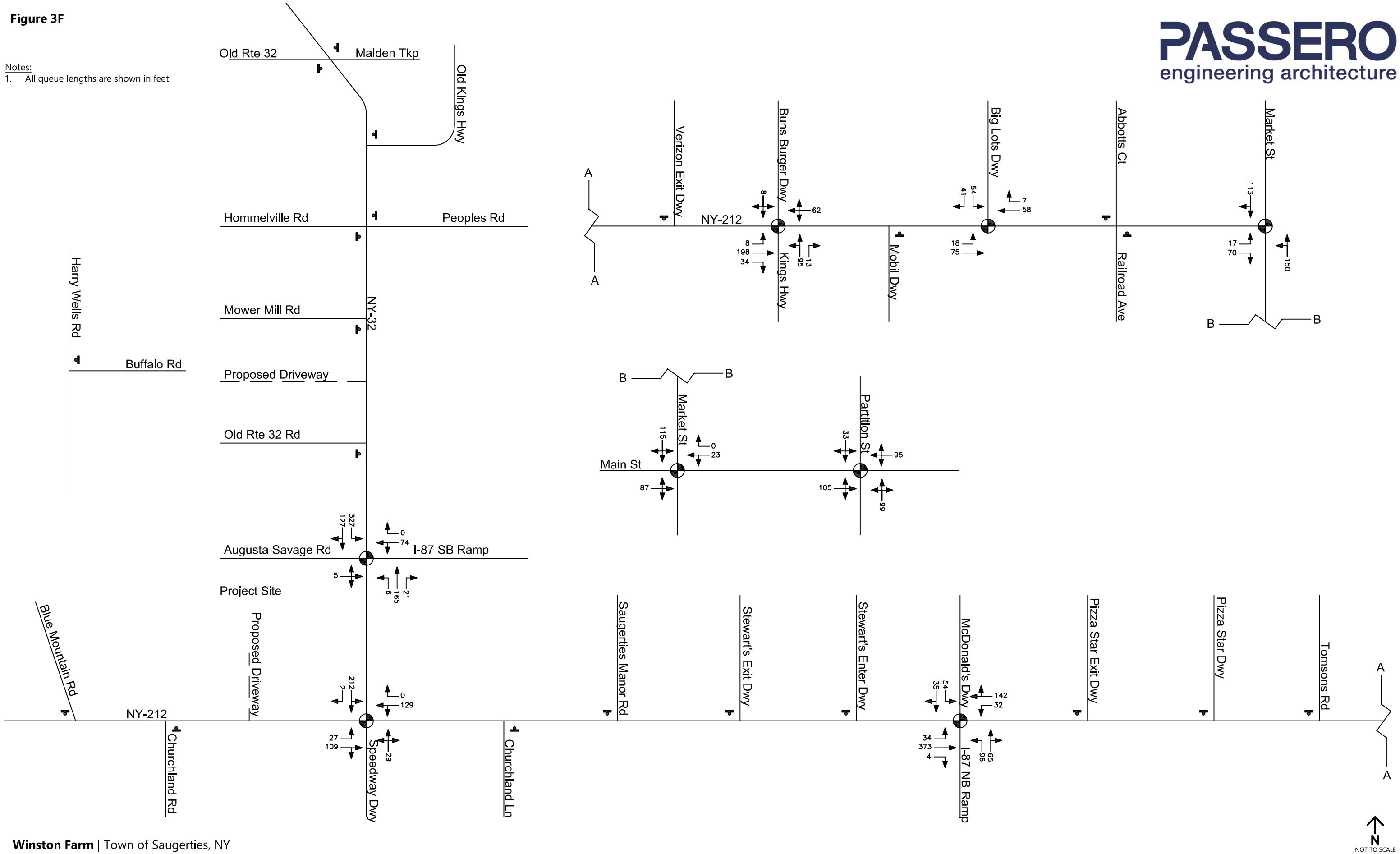
KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 3F

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

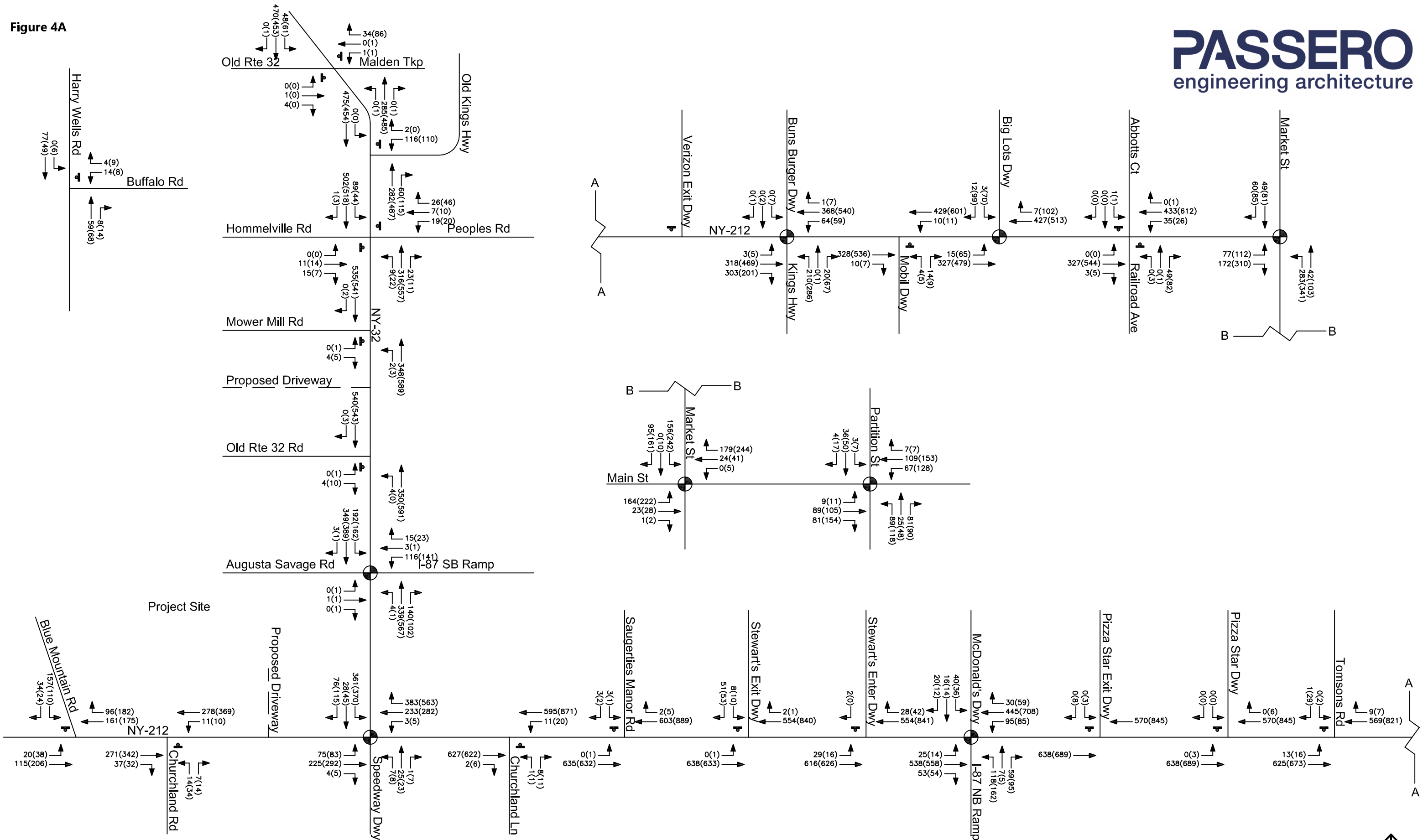
Sunday Peak Hour 95th Percentile Queue Lengths
2023 Adjusted Existing Conditions

Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Figure 4A

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

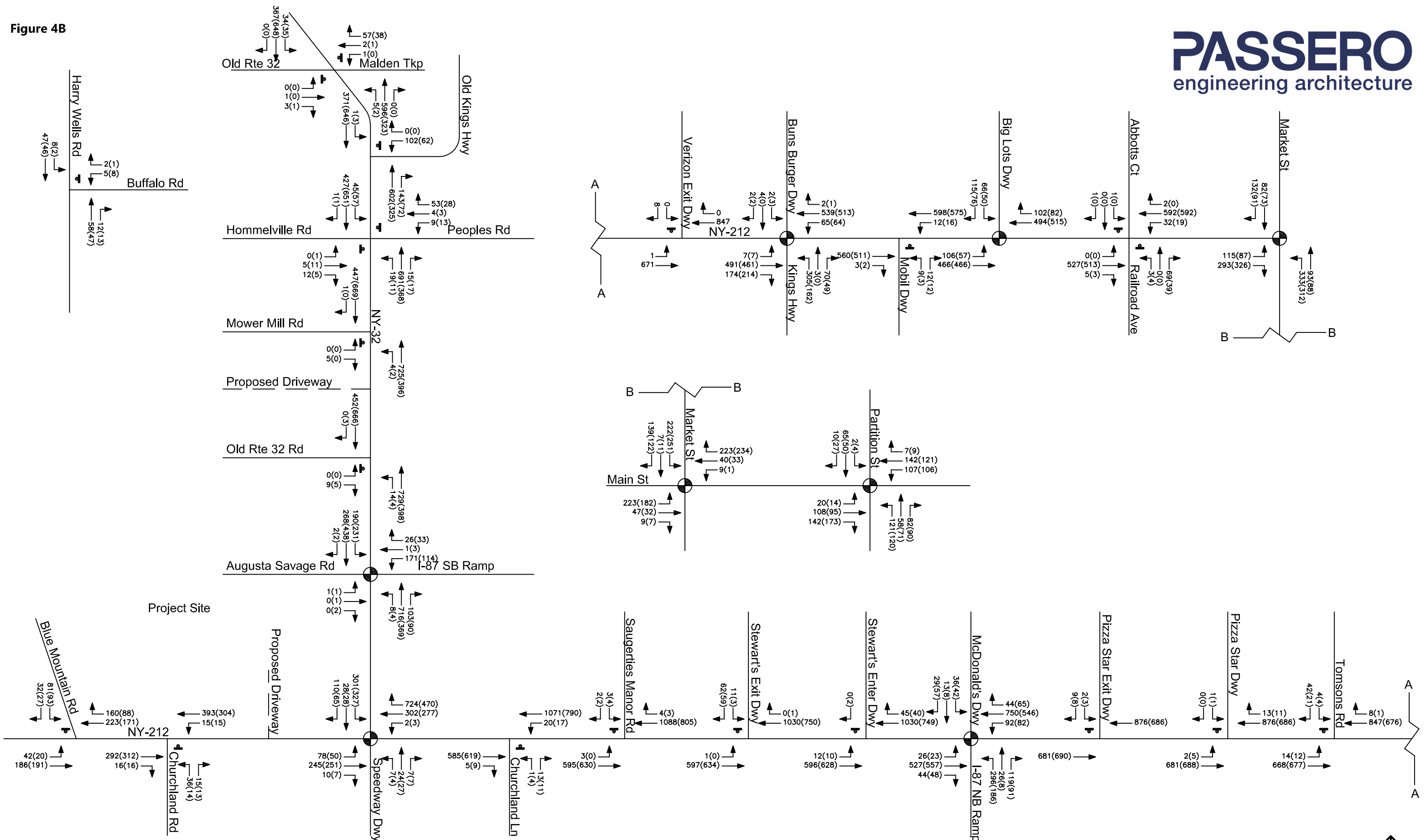
Peak Hour Volumes
2040 Background Conditions AM and PM Peak Hours

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 4B

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

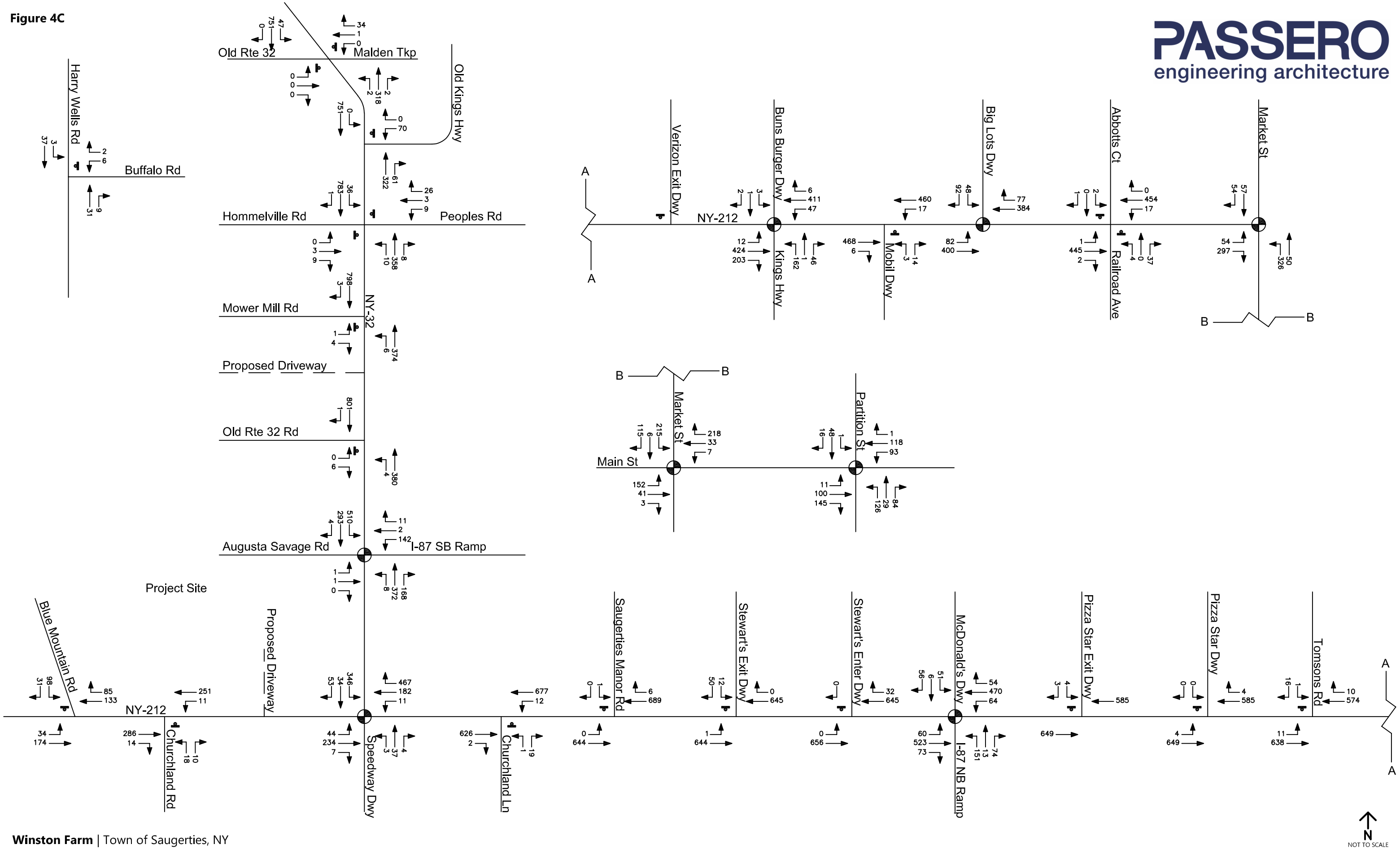
Friday and Saturday Peak Hour Volumes
2040 Background Conditions

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 4C

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

N
NOT TO SCALE

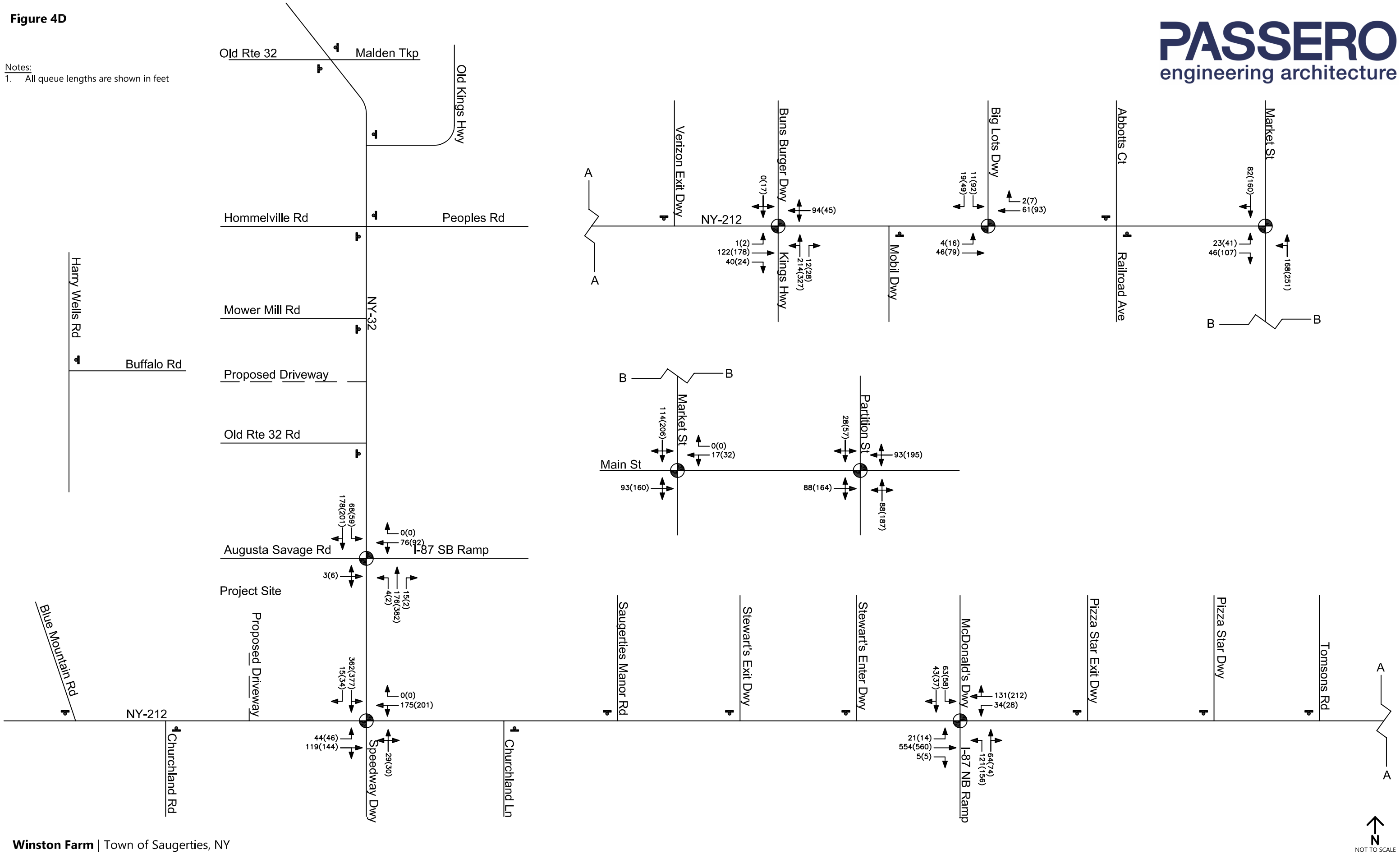
Sunday Peak Hour Volumes
2040 Background Conditions

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Project Number: 20202934.0001

Figure 4D

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

AM and PM Peak Hour 95th Percentile Queue Lengths
2040 Background Conditions

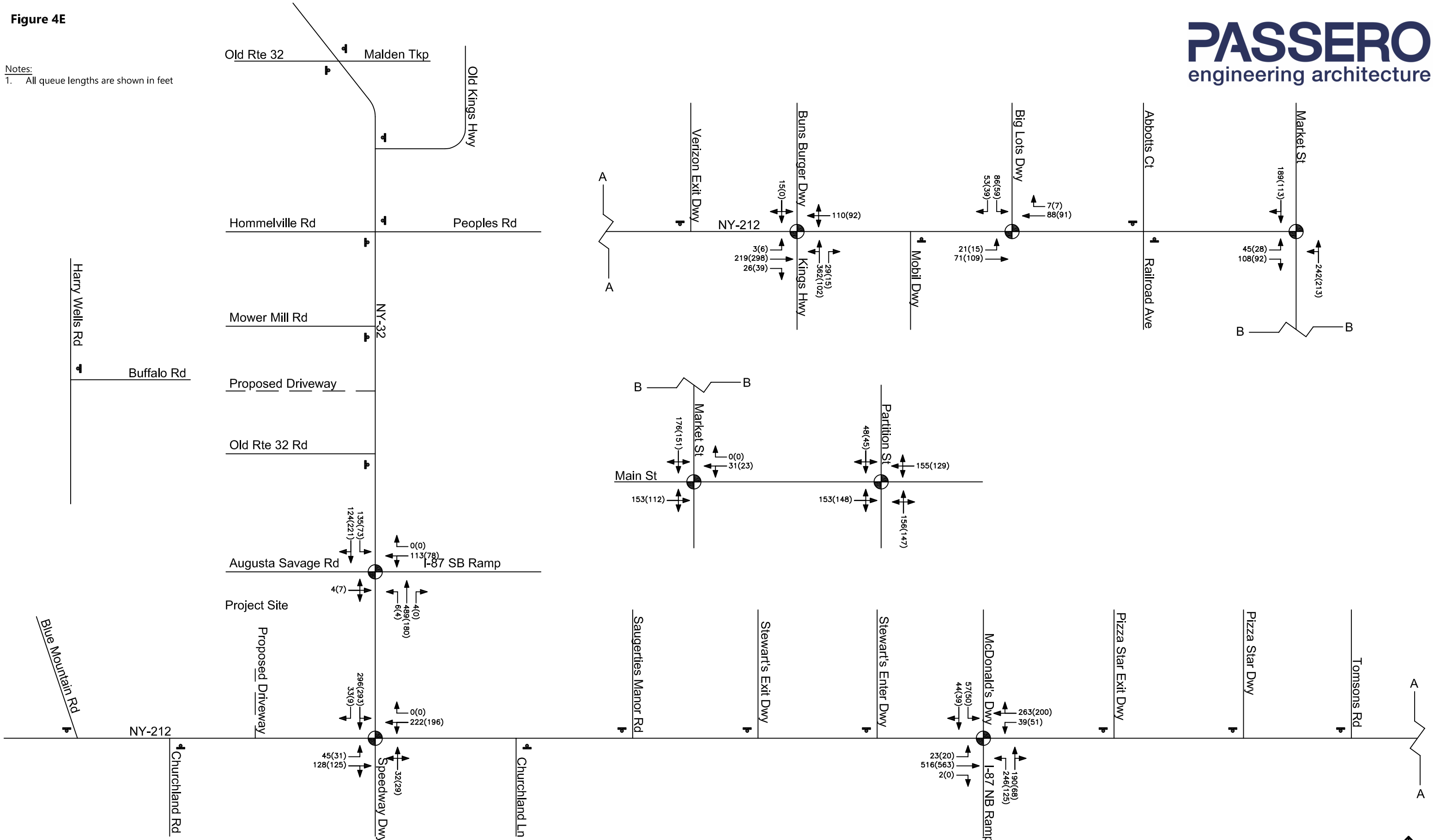
KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) AM(PM)

Project Number: 20202934.0001

Figure 4E

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

Friday and Saturday Peak Hour 95th Percentile Queue Lengths
2040 Background Conditions

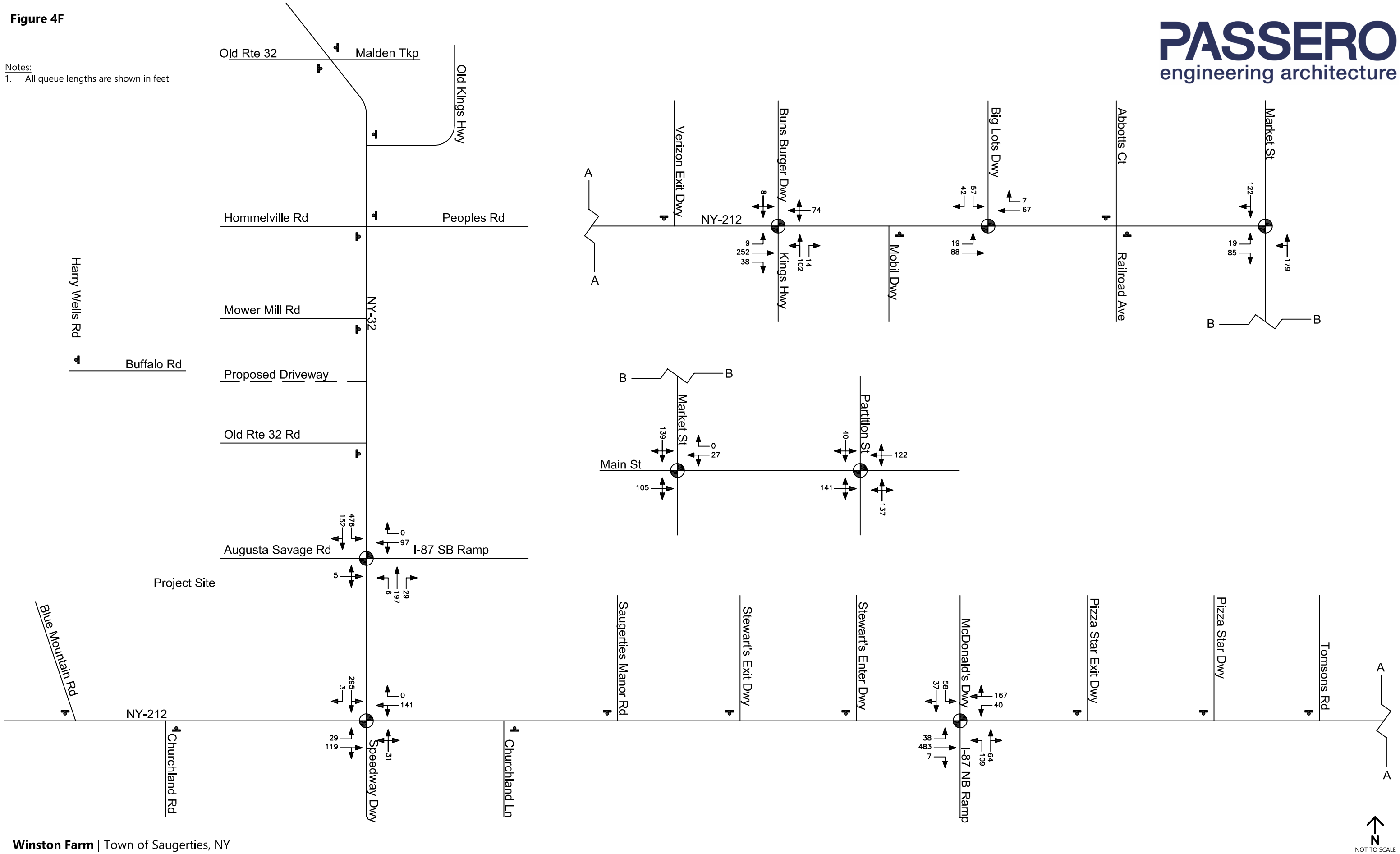
Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) Friday(Saturday)

Figure 4F

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

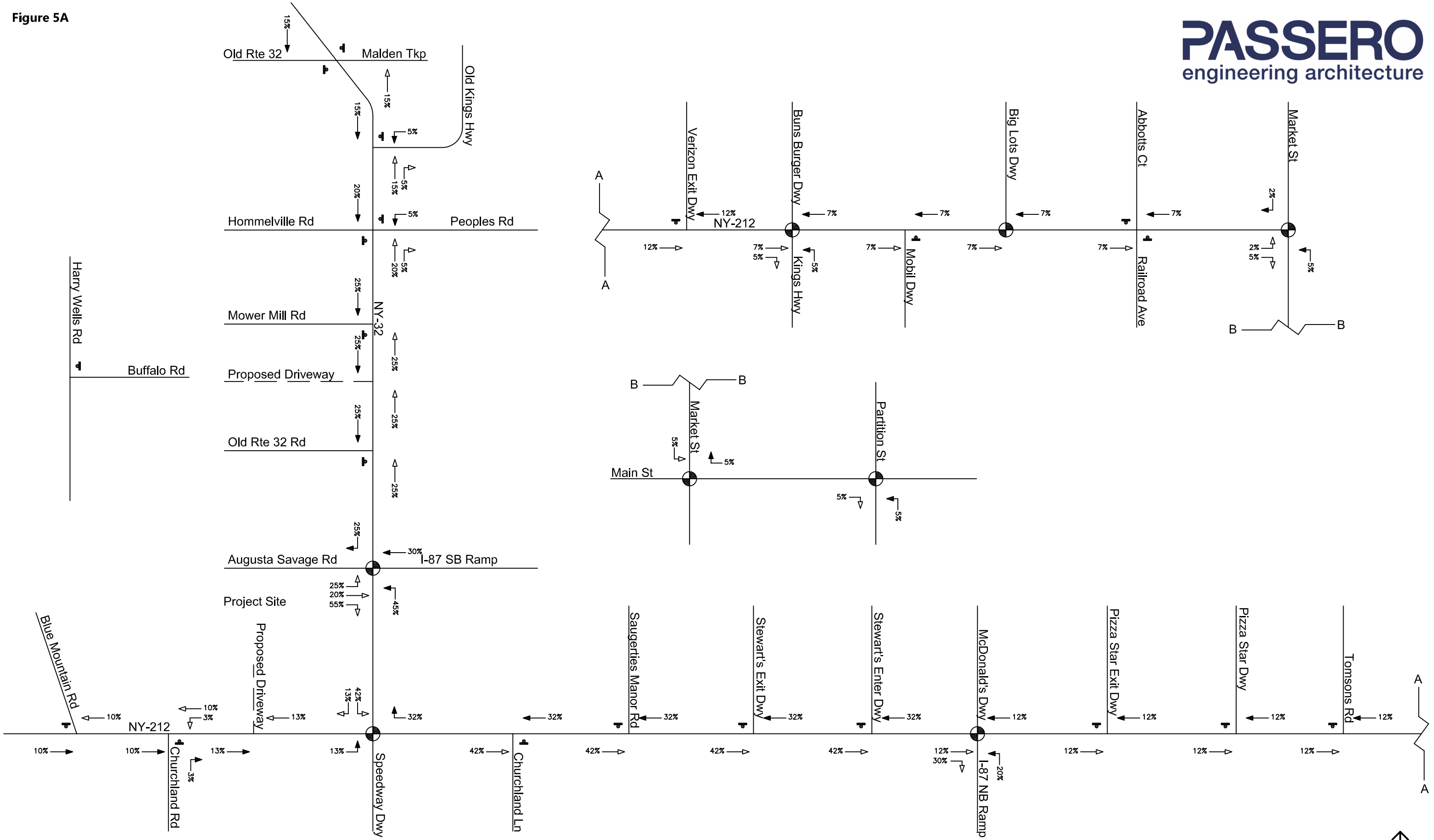
Sunday Peak Hour 95th Percentile Queue Lengths
2040 Background Conditions

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Project Number: 20202934.0001

Figure 5A

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

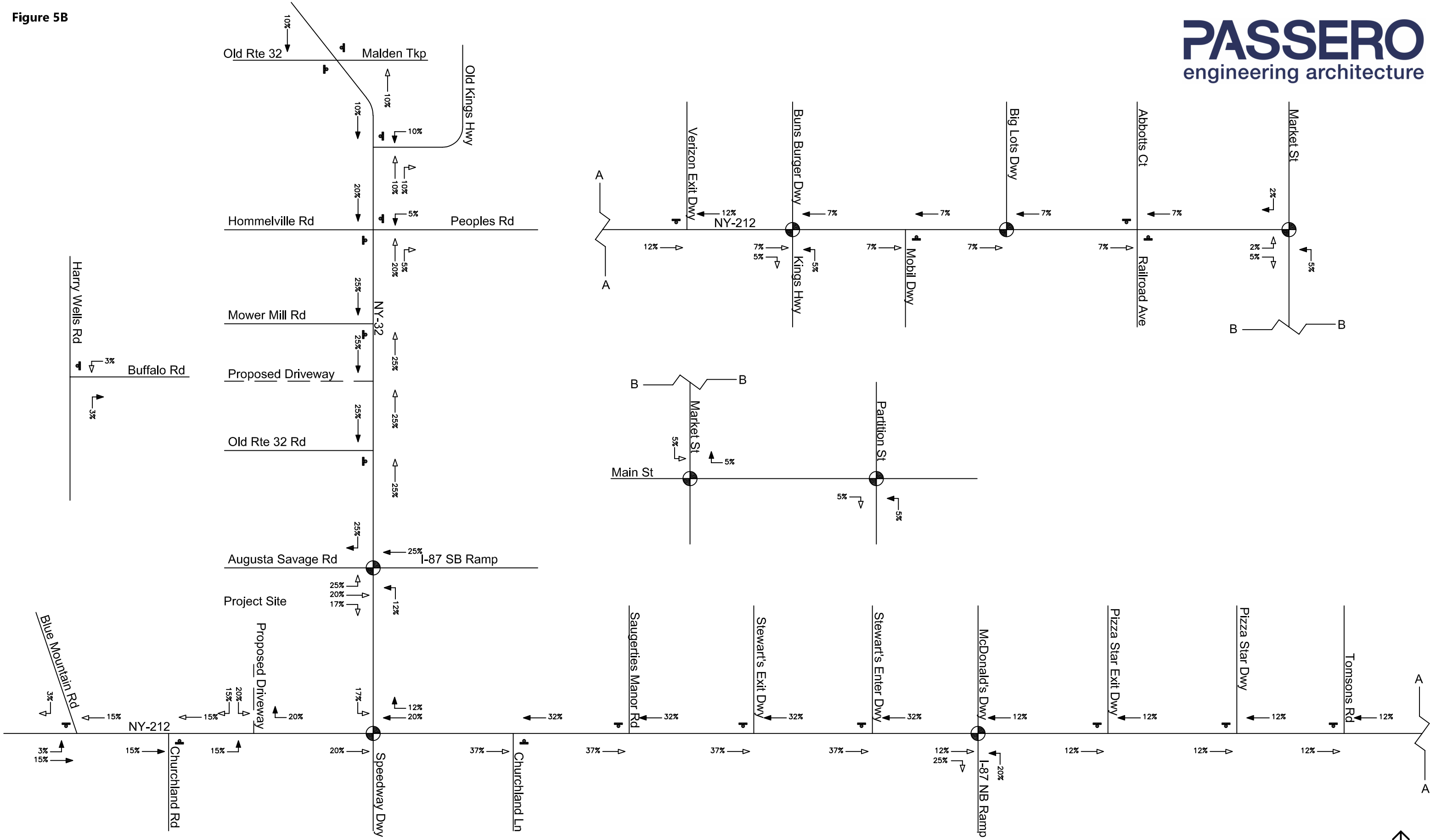
Trip Distribution - Commercial South As-of-Right

KEY:
- – – – Proposed Access
- 00(00) AM(PM)
- ⟶ Entering Trip
- ⟶ Exiting Trip

Project Number: 20202934.0001

Figure 5B

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

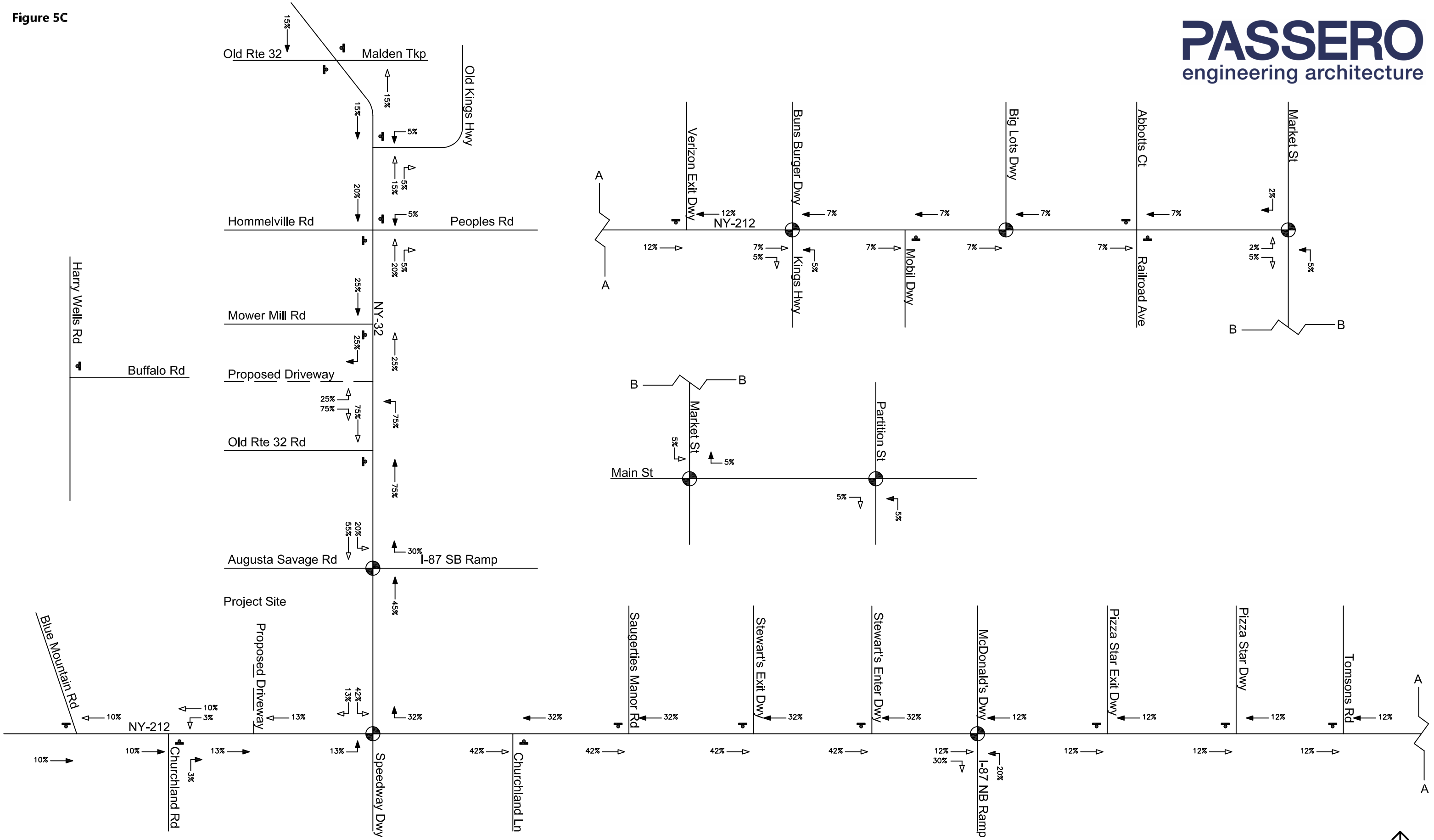
Trip Distribution - Residential South As-of-Right

KEY:
- - - Proposed Access
00(00) AM(PM)
→ Entering Trip
→ Exiting Trip

Project Number: 20202934.0001

Figure 5C

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

N
NOT TO SCALE

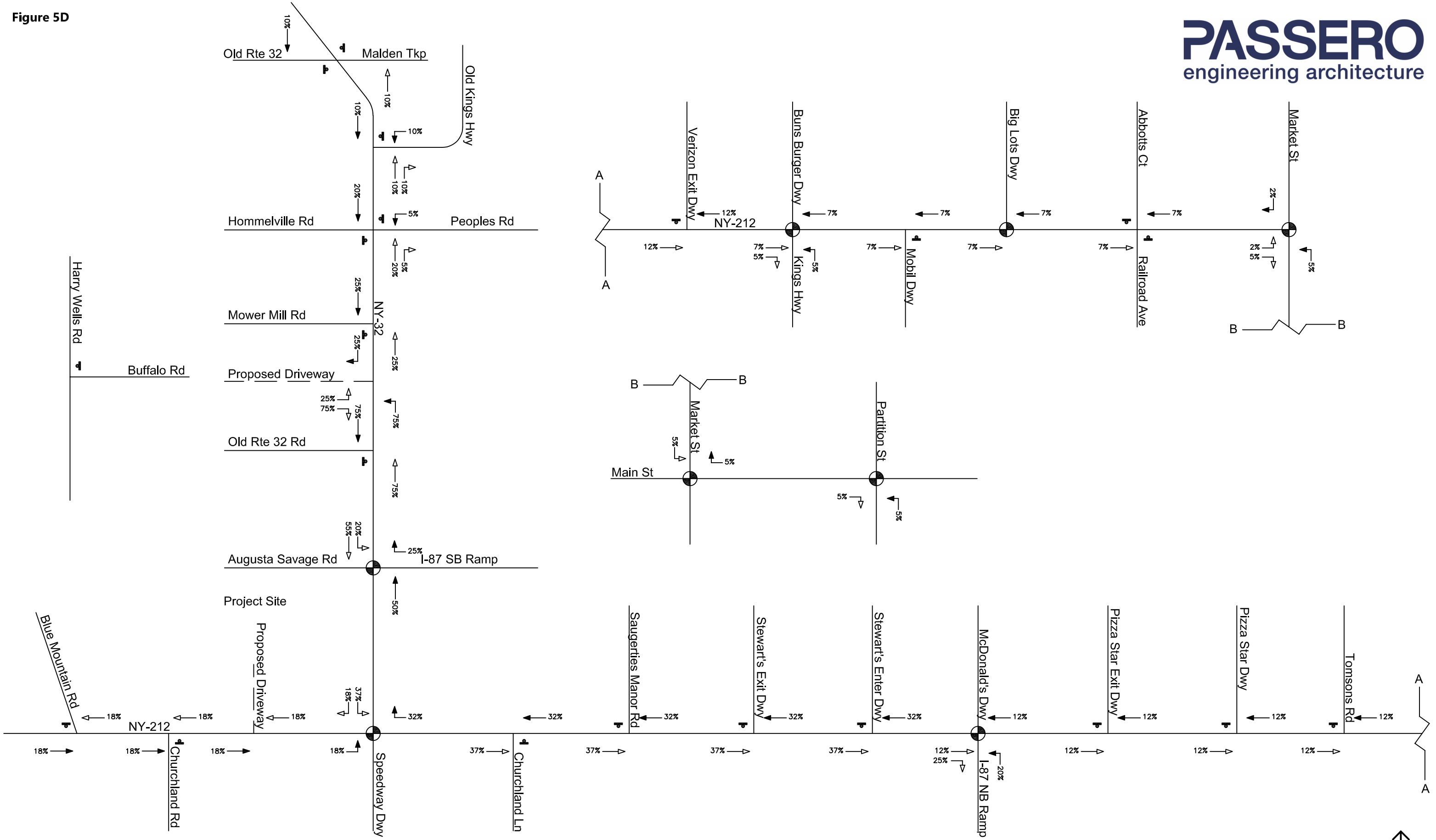
Trip Distribution - Commercial Northeast As-of-Right

KEY:
- – – – Proposed Access
- 00(00) AM(PM)
- ⟶ Entering Trip
- ⟶ Exiting Trip

Project Number: 20202934.0001

Figure 5D

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

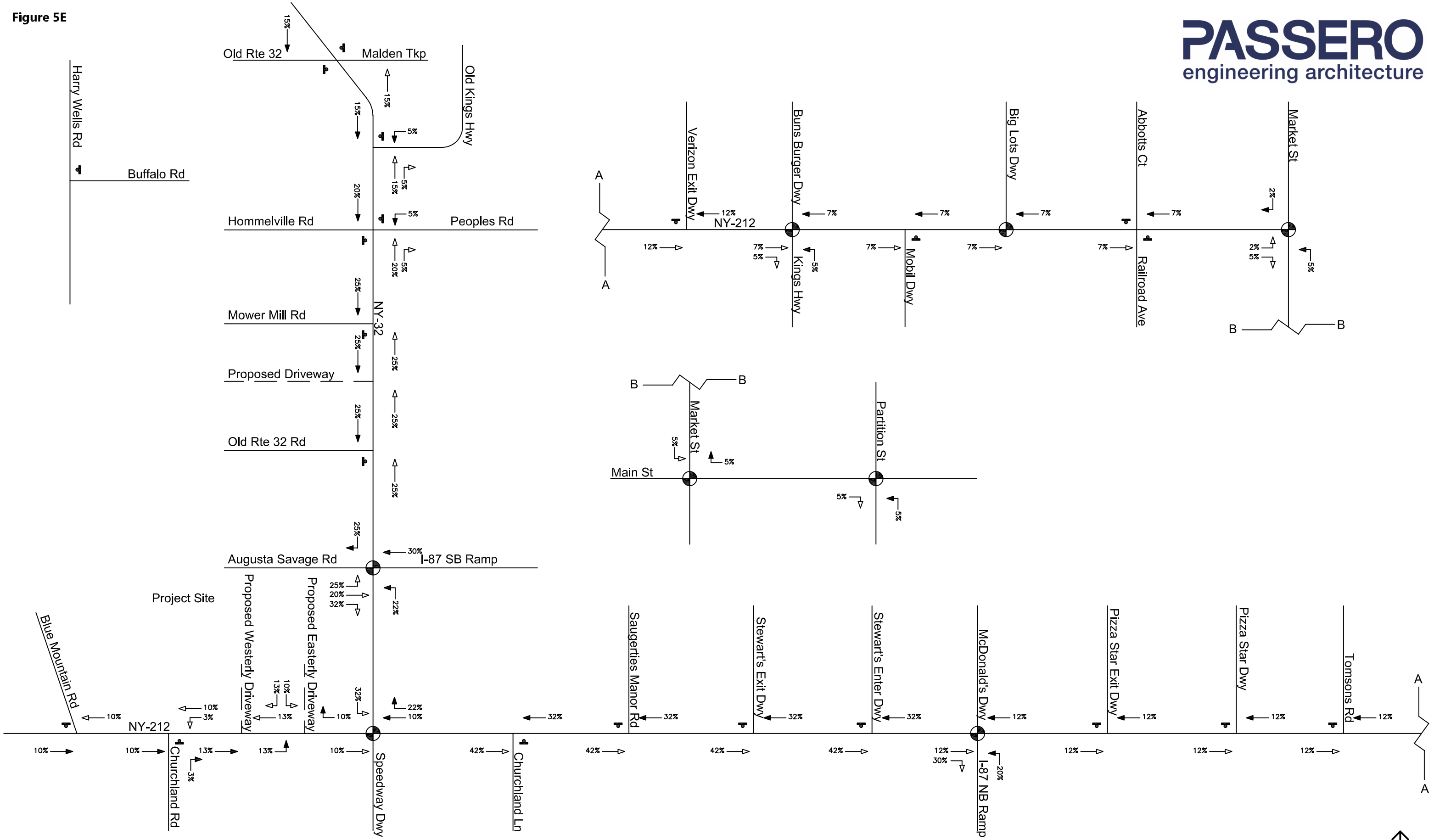
Trip Distribution - Residential Northeast As-of-Right

KEY:
- – – – Proposed Access
- 00(00) AM(PM)
- ⟶ Entering Trip
- ⟶ Exiting Trip

Project Number: 20202934.0001

Figure 5E

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

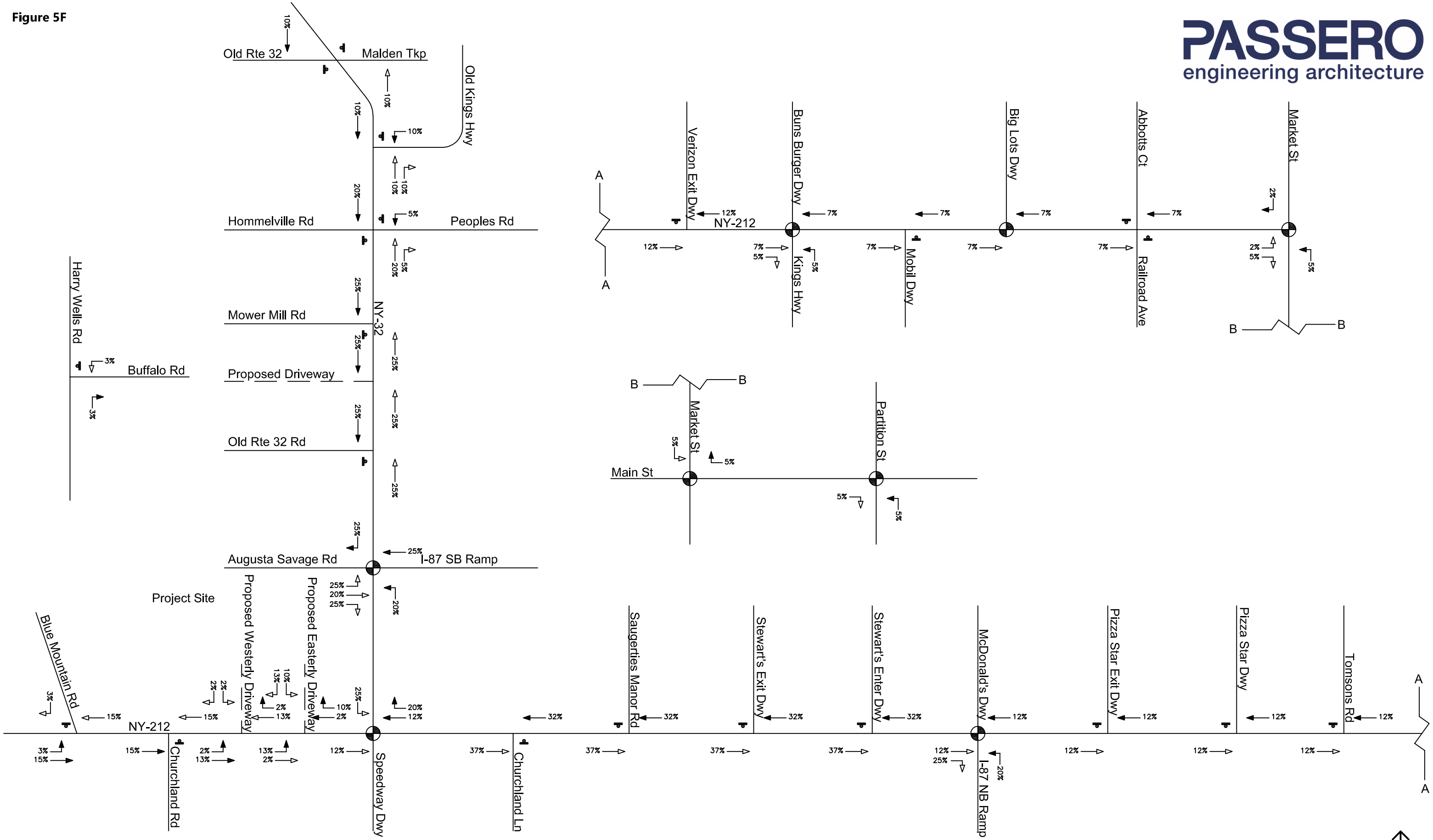
Trip Distribution - Commercial/General Light Industrial South Sponsor's Preferred

KEY:
- – – – Proposed Access
- 00(00) AM(PM)
- → Entering Trip
- → Exiting Trip

Project Number: 20202934.0001

Figure 5F

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Trip Distribution - Residential South Sponsor's Preferred

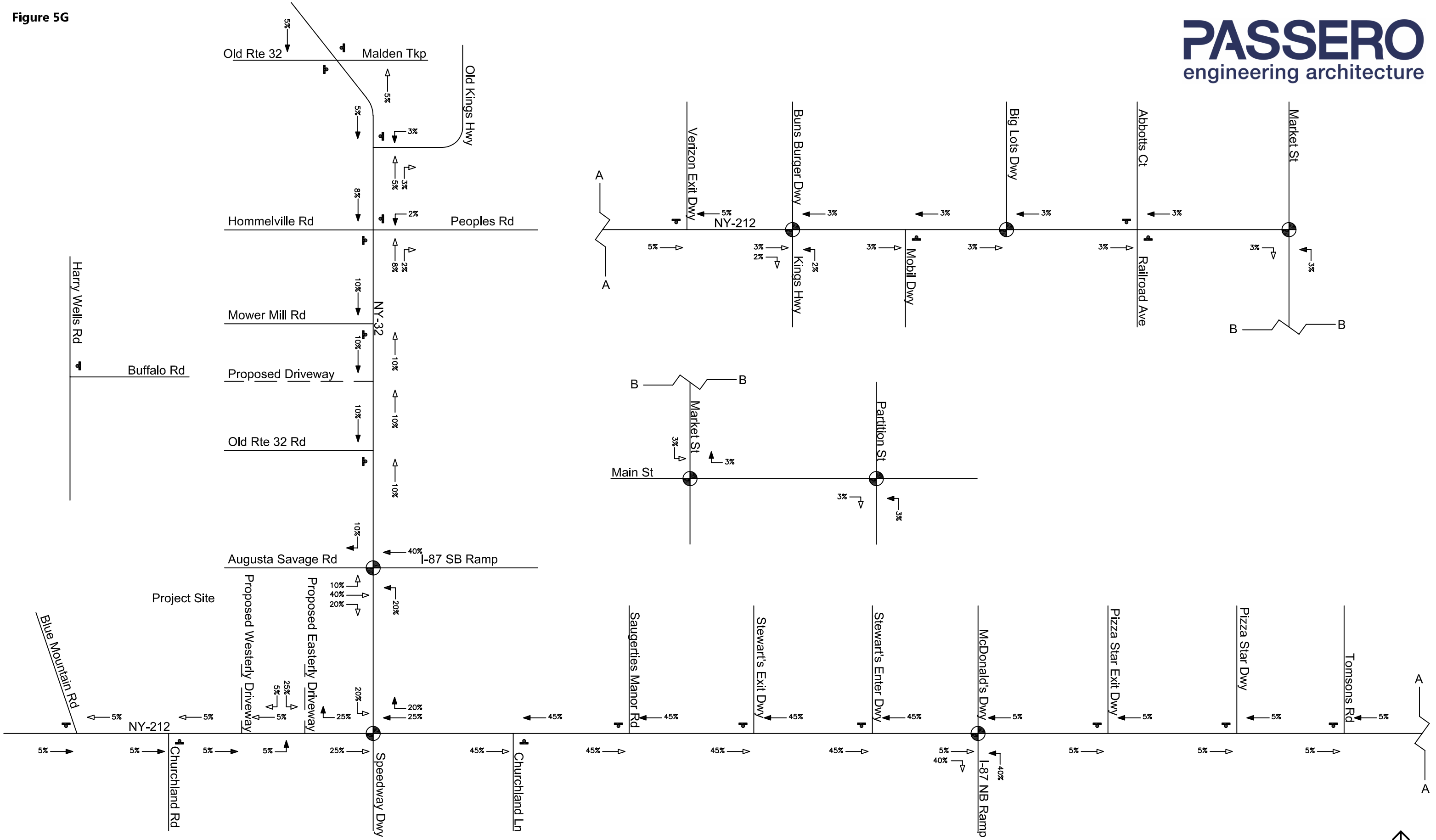
NOT TO SCALE

KEY:
- Proposed Access
- 00(00) AM(PM)
- Entering Trip
- Exiting Trip

Project Number: 20202934.0001

Figure 5G

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

N
NOT TO SCALE

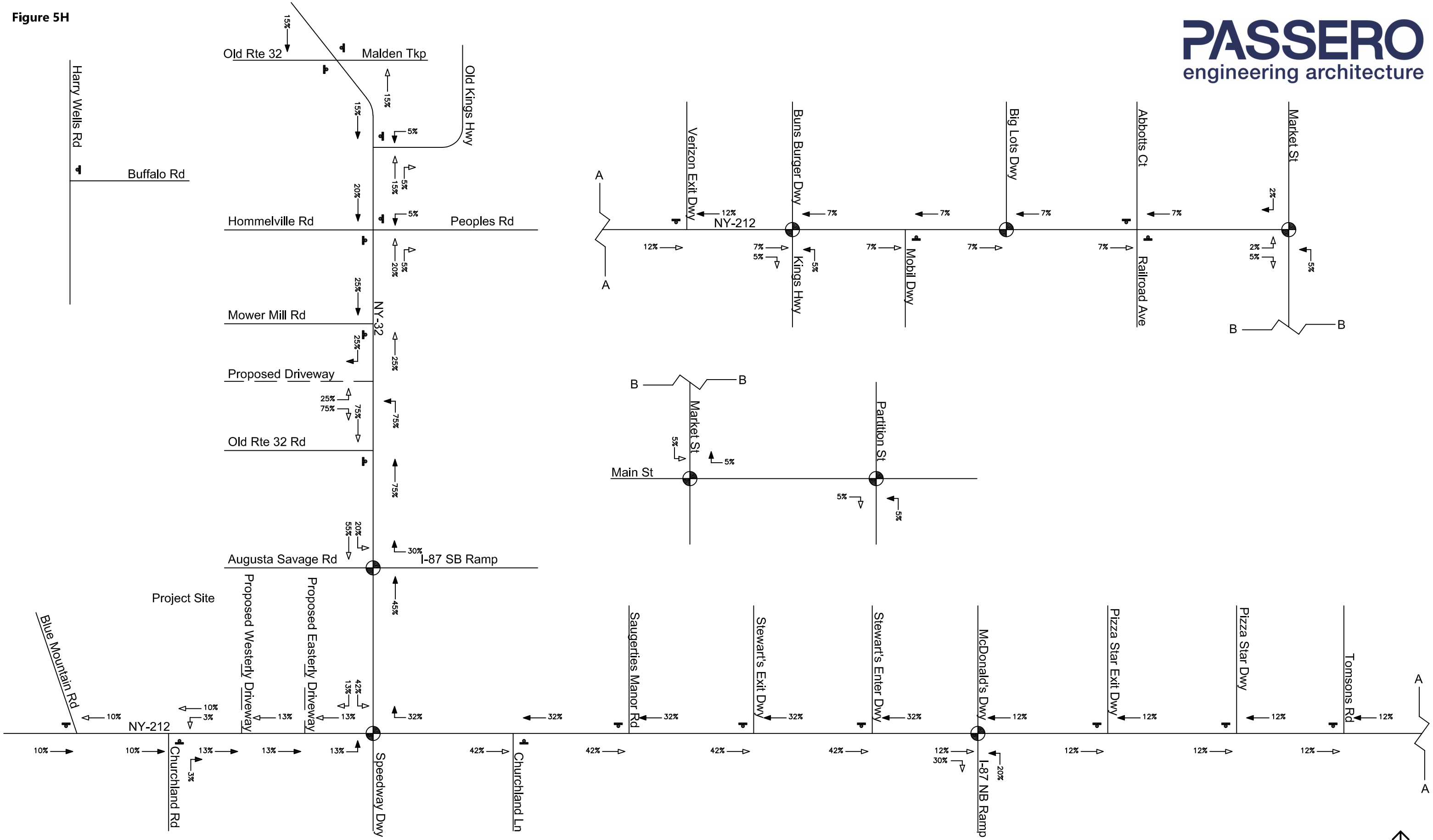
Trip Distribution - Hotel/Campground South Sponsor's Preferred

KEY:
- - - Proposed Access
00(00) AM(PM)
→ Entering Trip
→ Exiting Trip

Project Number: 20202934.0001

Figure 5H

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

Trip Distribution - Commercial Northeast Sponsor's Preferred

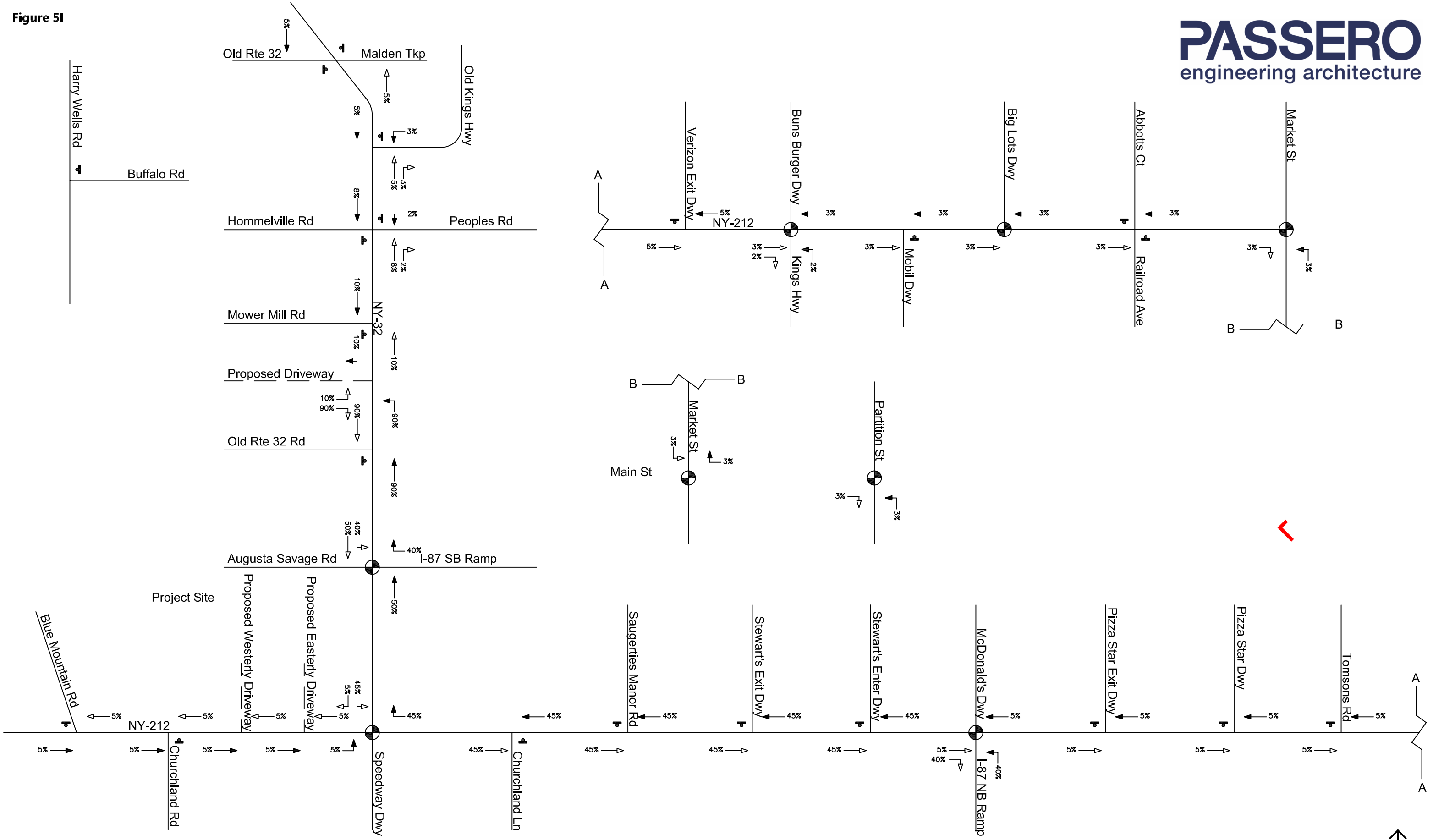
N
NOT TO SCALE

KEY:
- – – Proposed Access
- 00(00) AM(PM)
- → Entering Trip
- → Exiting Trip

Project Number: 20202934.0001

Figure 5I

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

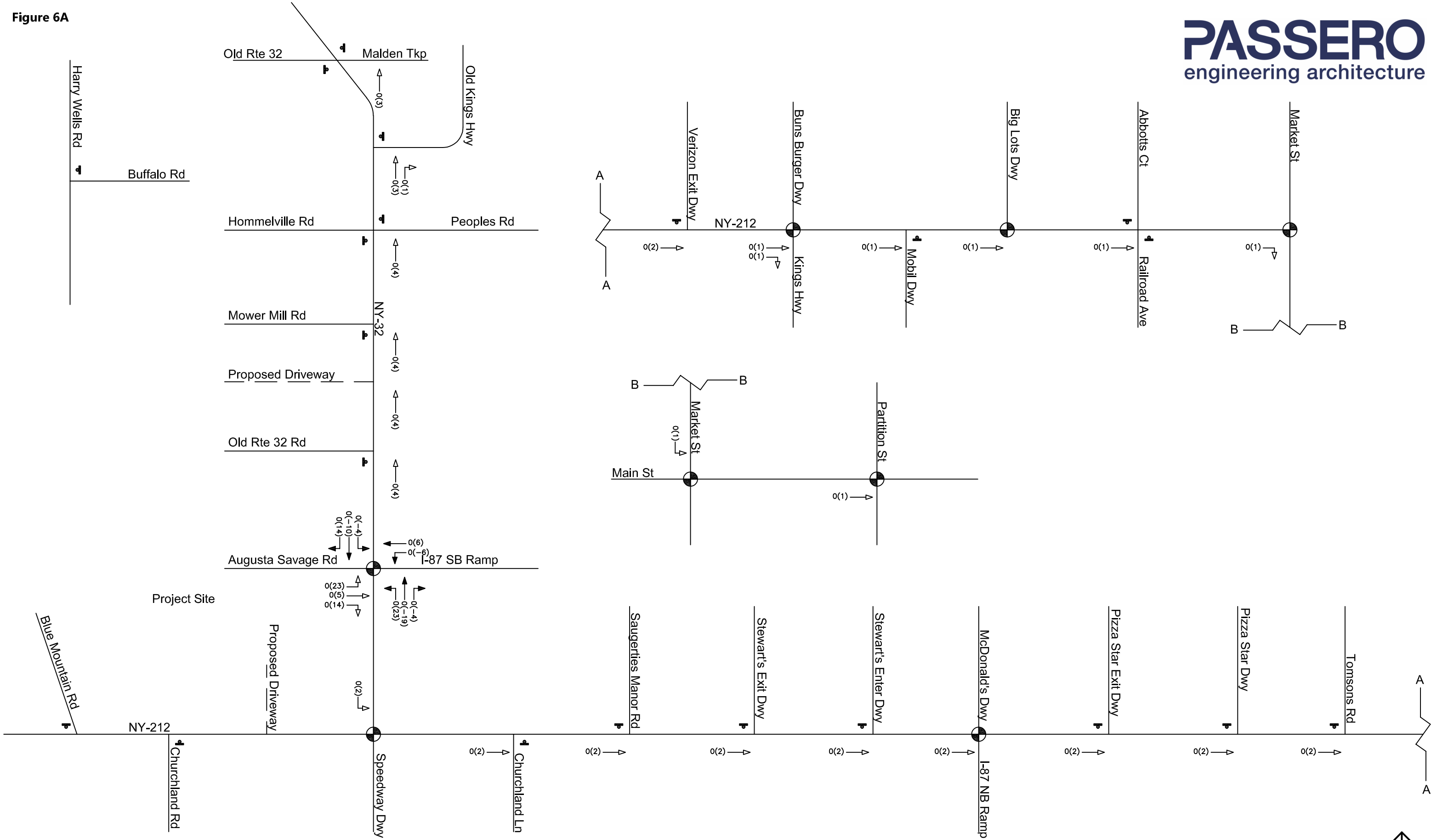
Trip Distribution - Hotel/Campground South Sponsor's Preferred

KEY:
- Proposed Access
- 00(00) AM(PM)
- Entering Trip
- Exiting Trip

Project Number: 20202934.0001

Figure 6A

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

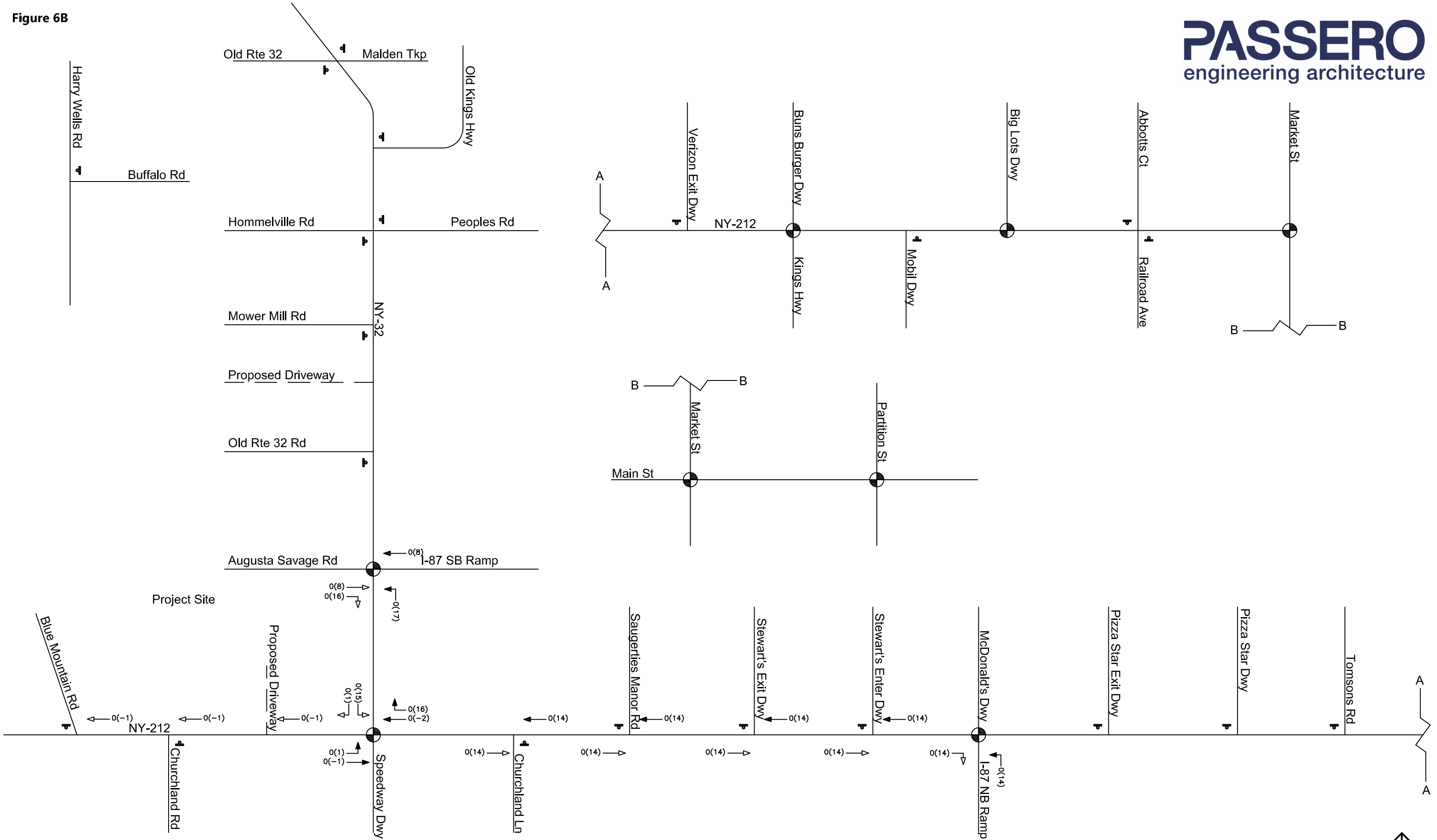
Pass-by Trips - Commercial South As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6B

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

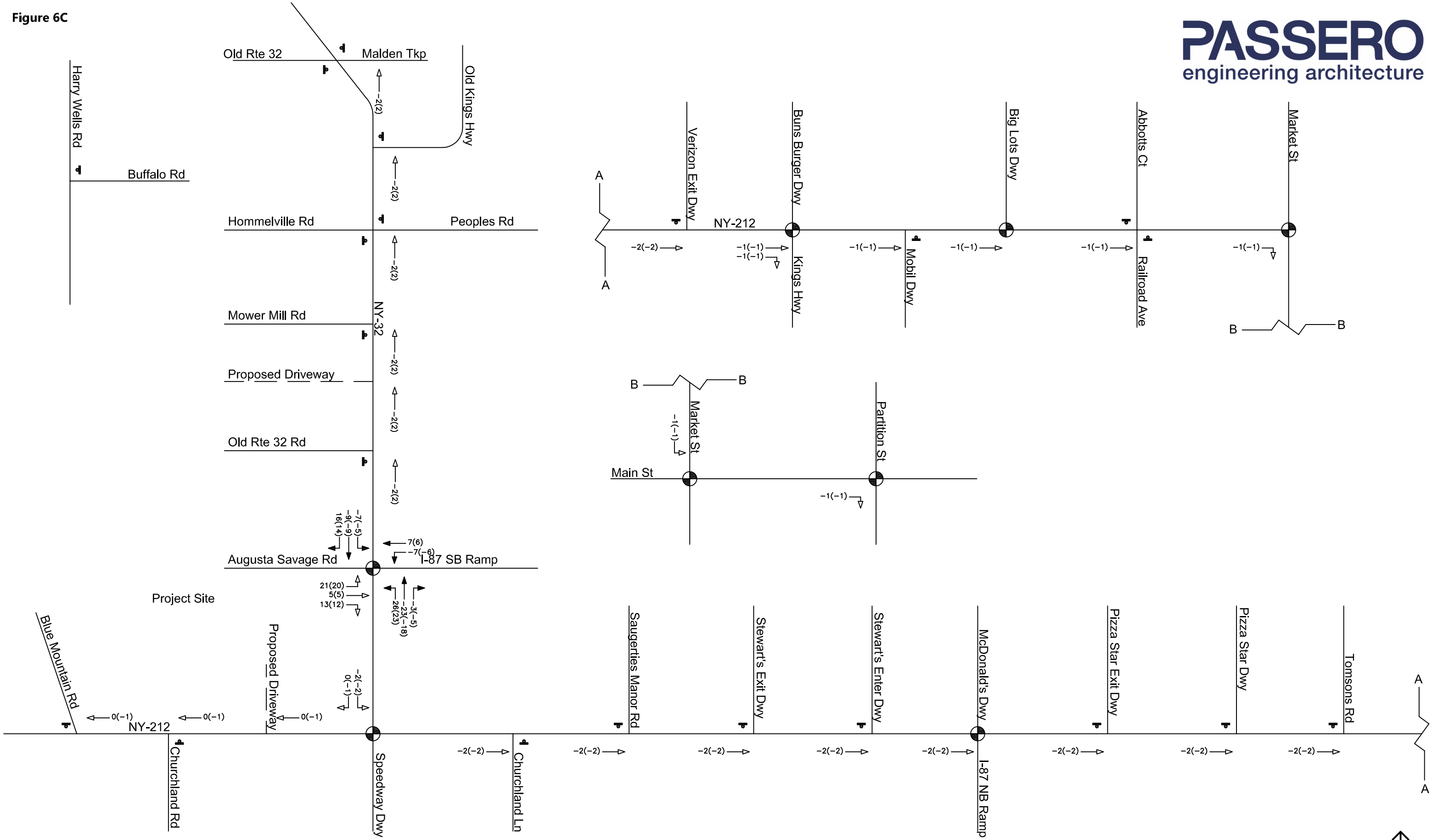
Diverted Trips - Commercial South As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6C

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

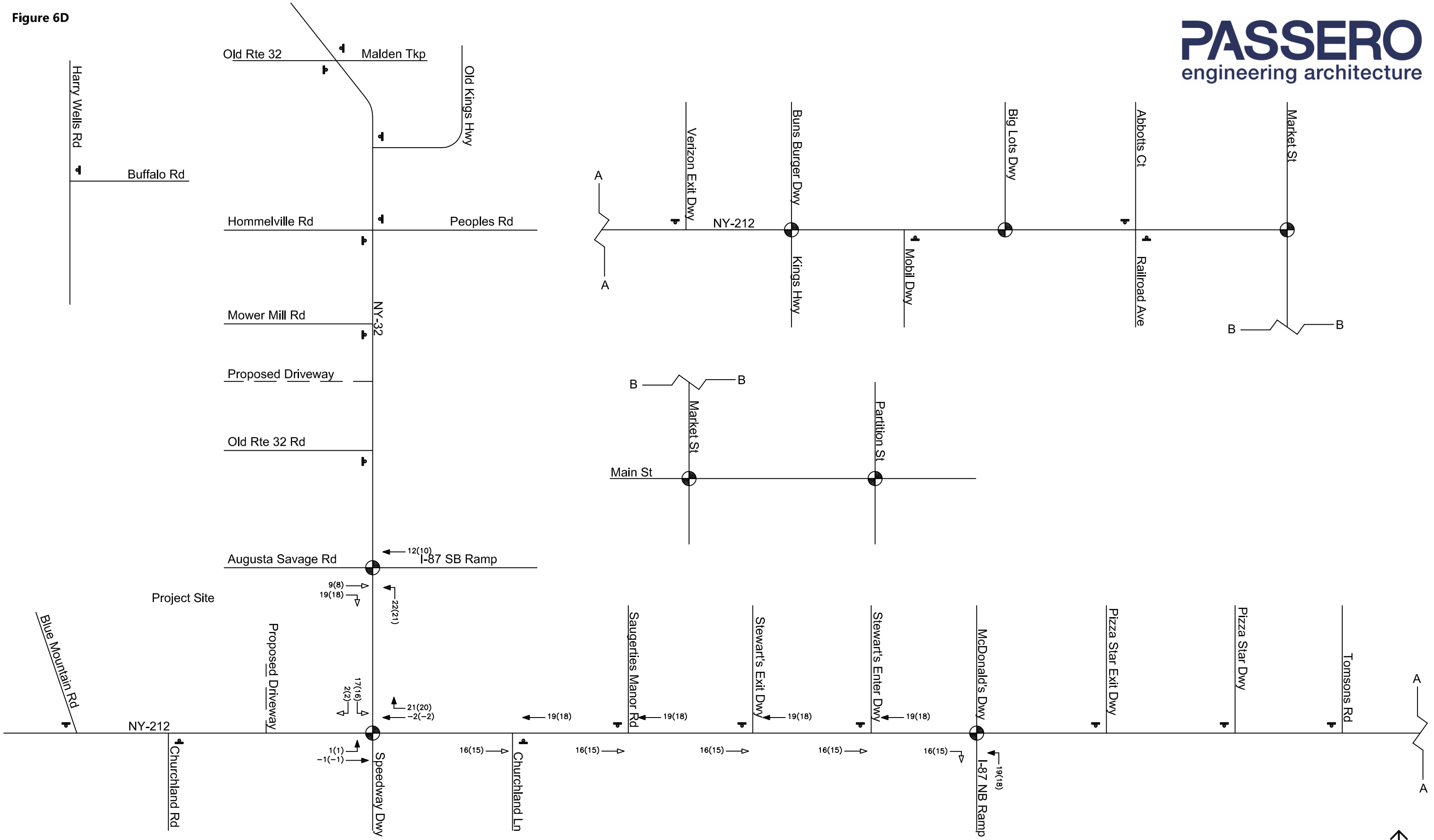
Pass-by Trips - Commercial South As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6D

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

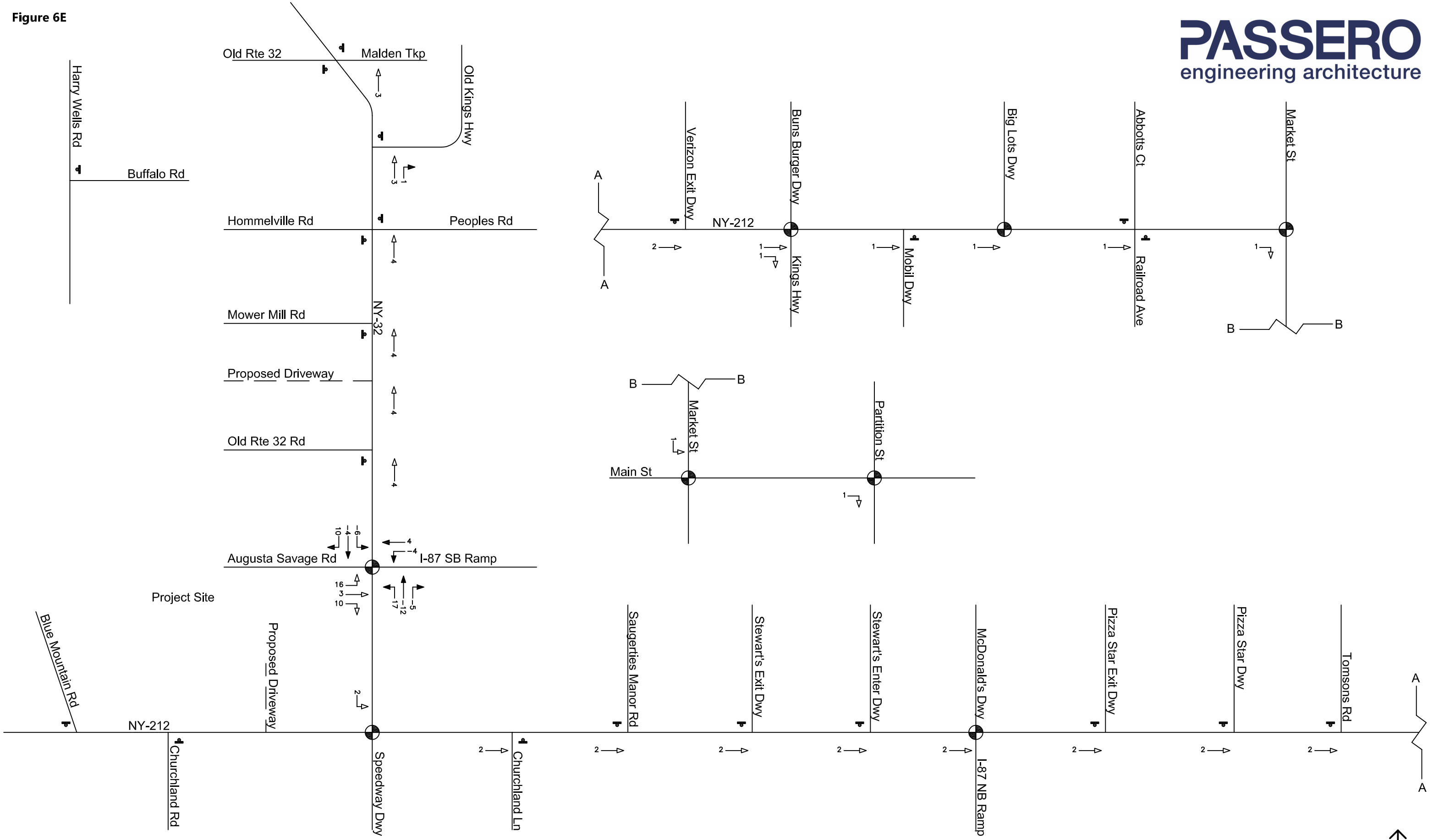
Diverted Trips - Commercial South As-of-Right

KEY:
- – – – Proposed Access
- ⟶ Entering Trip
- ⟶ Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6E

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

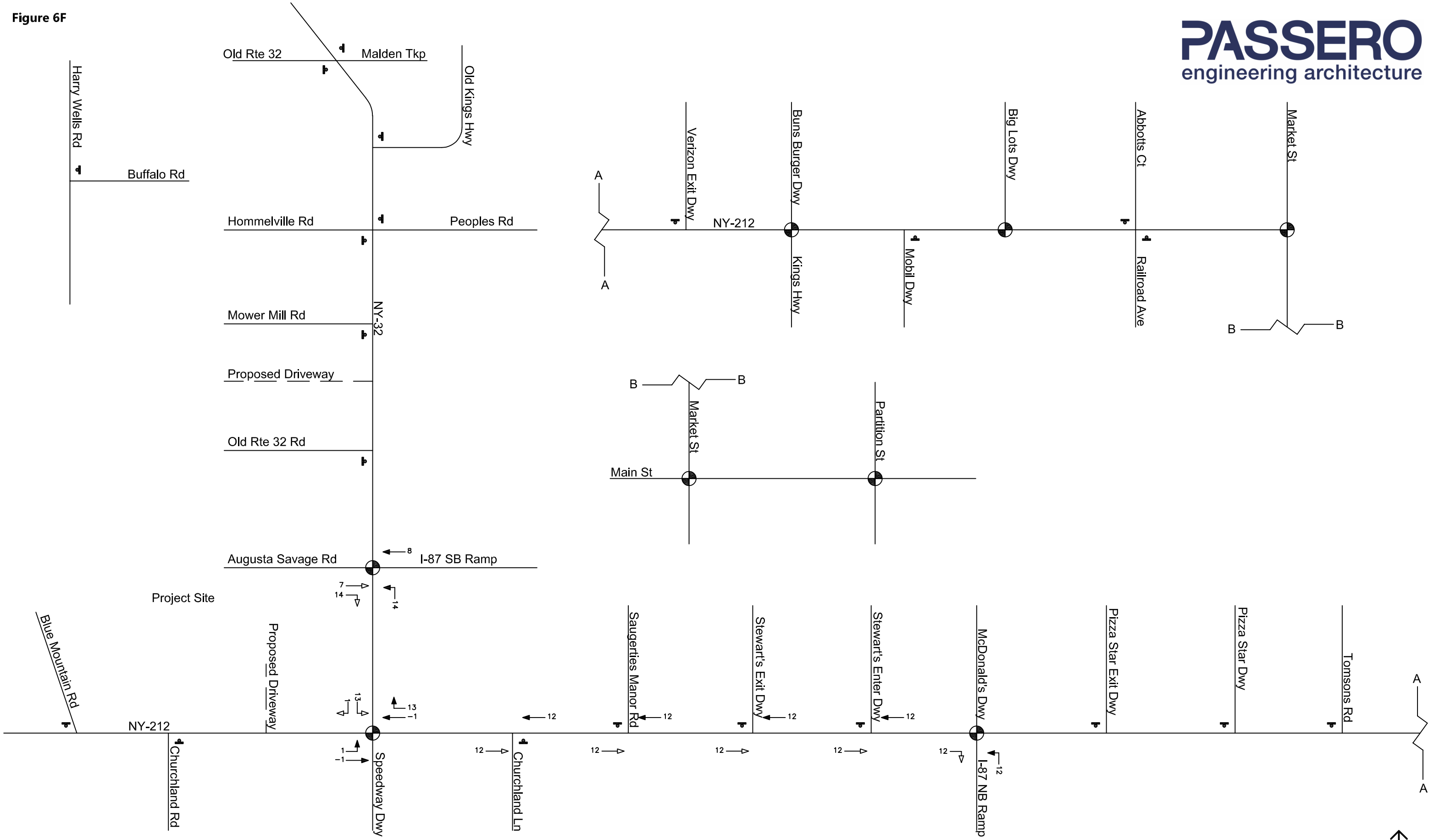
Pass-by Trips - Commercial South As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6F

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

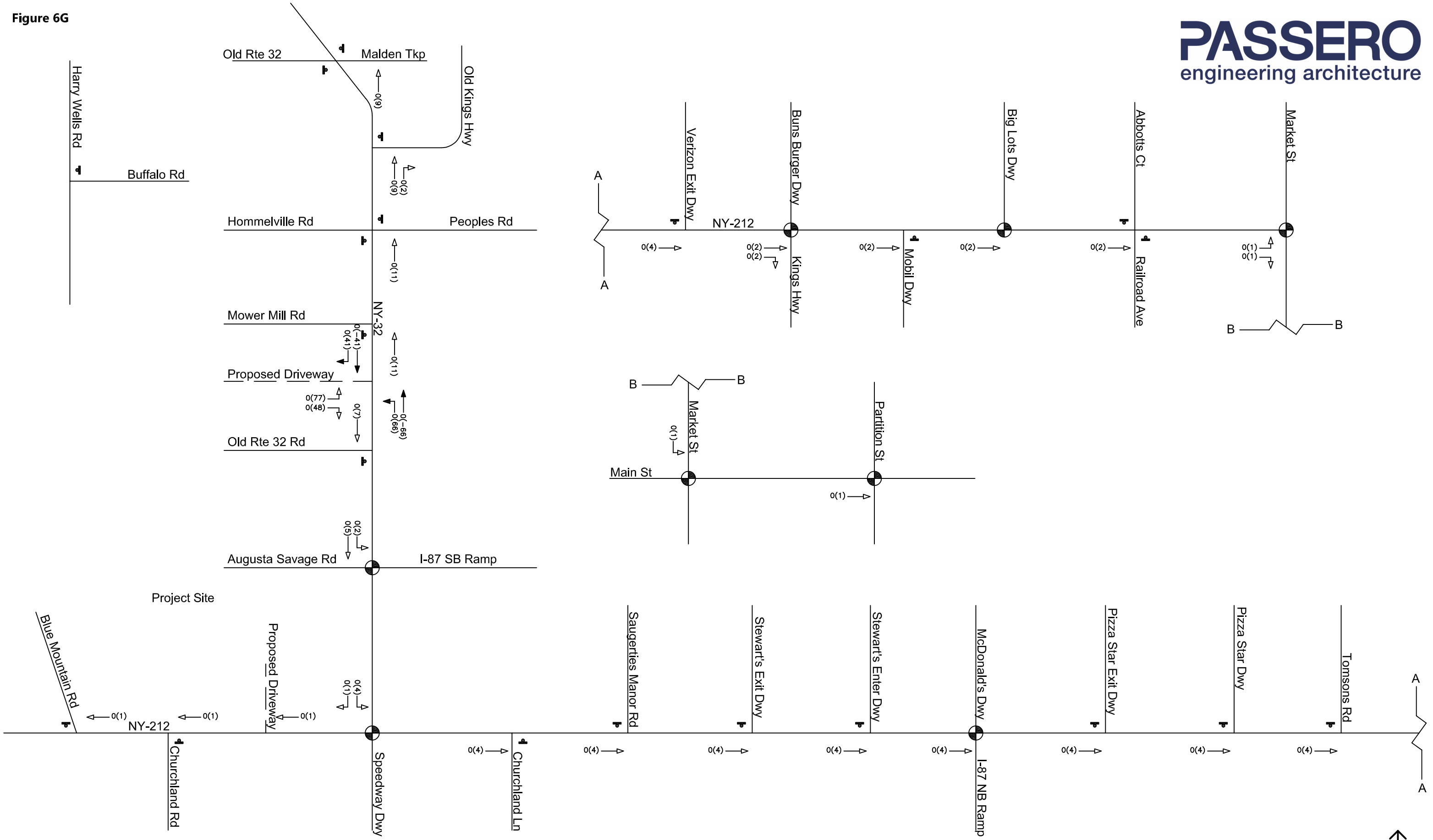
Diverted Trips - Commercial South As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6G

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Pass-by Trips - Commercial Northeast As-of-Right

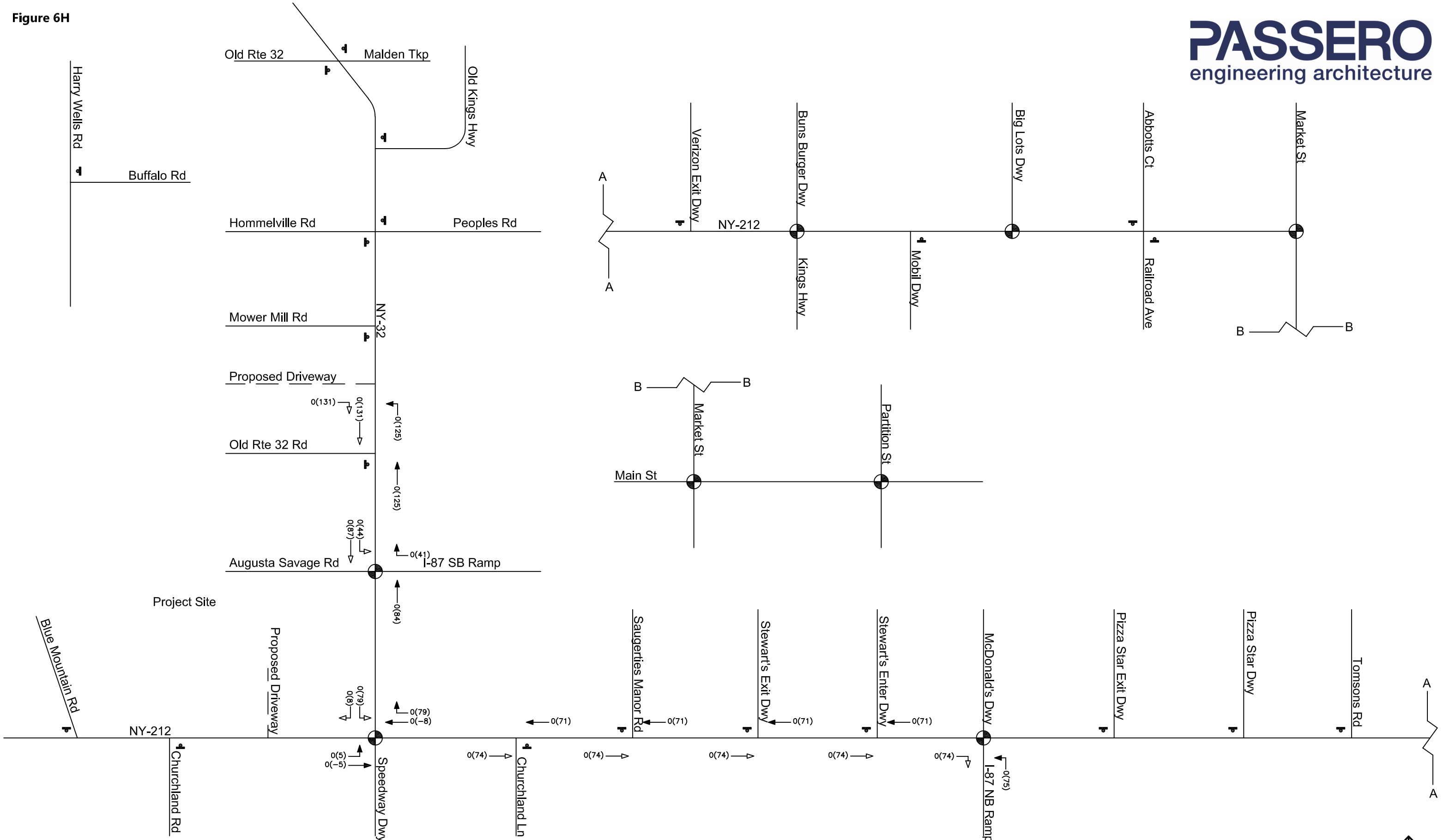
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6H

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

Diverted Trips - Commercial Northeast As-of-Right

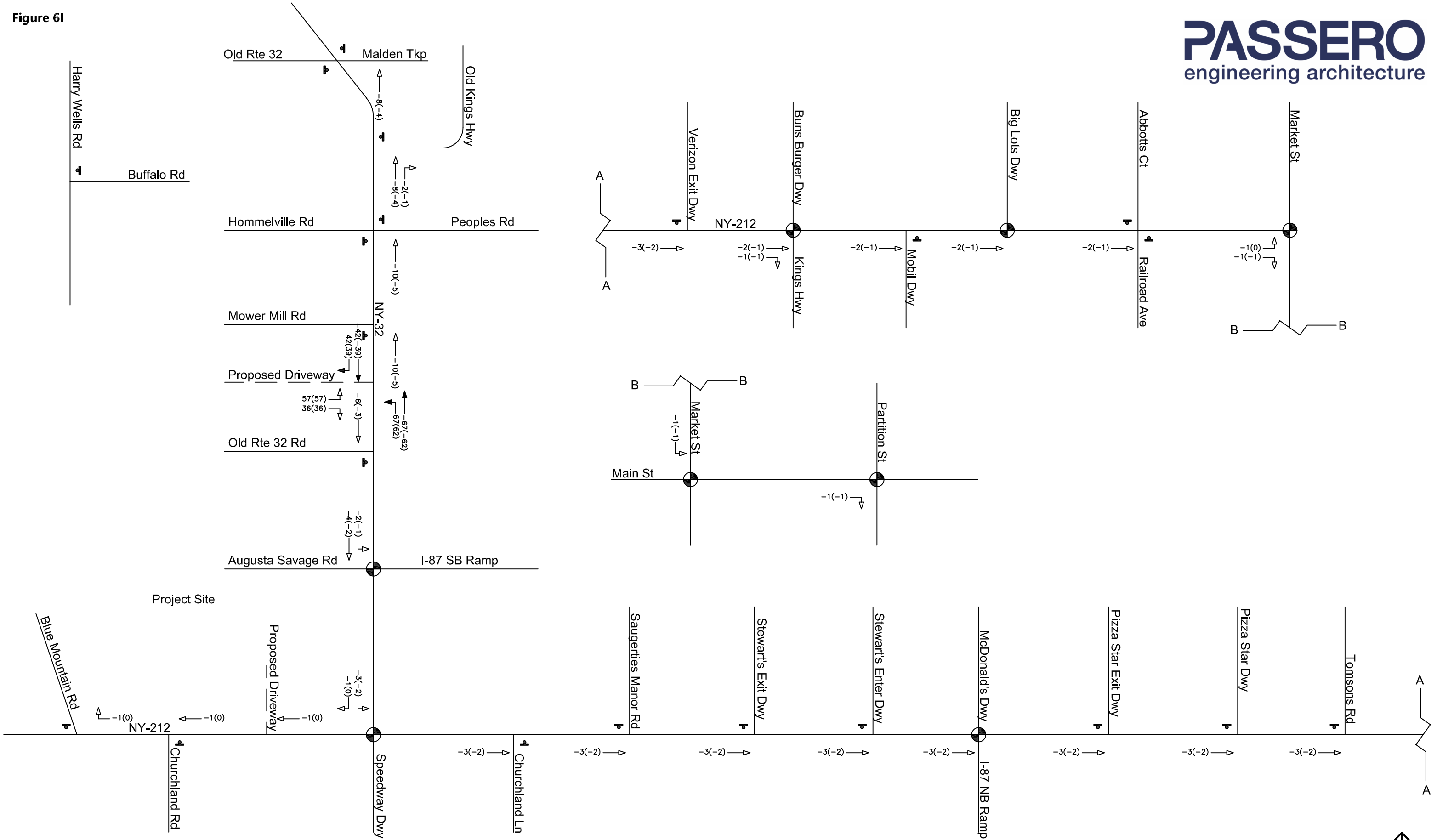
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6I

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

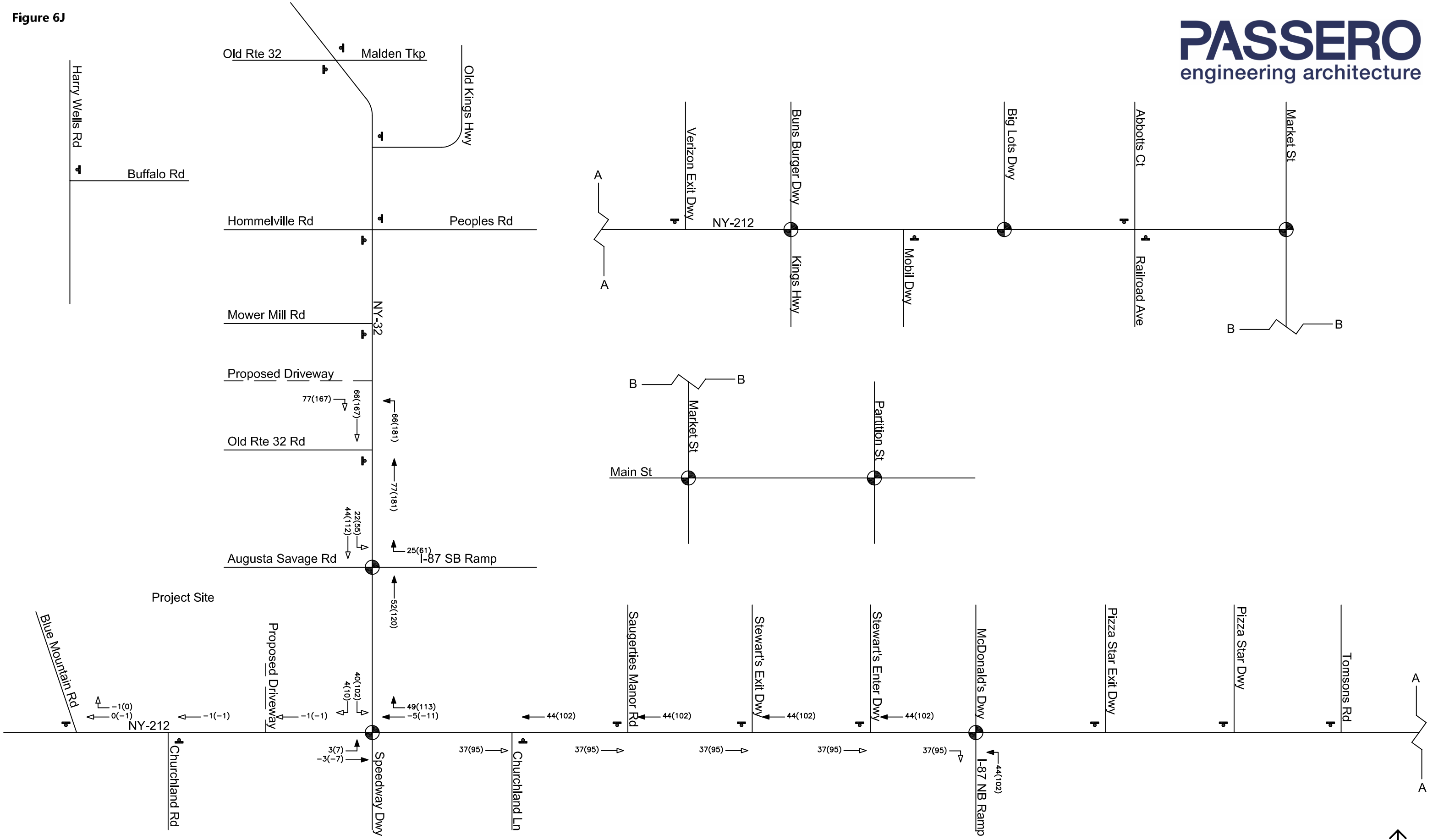
Pass-by Trips - Commercial Northeast As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6J

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

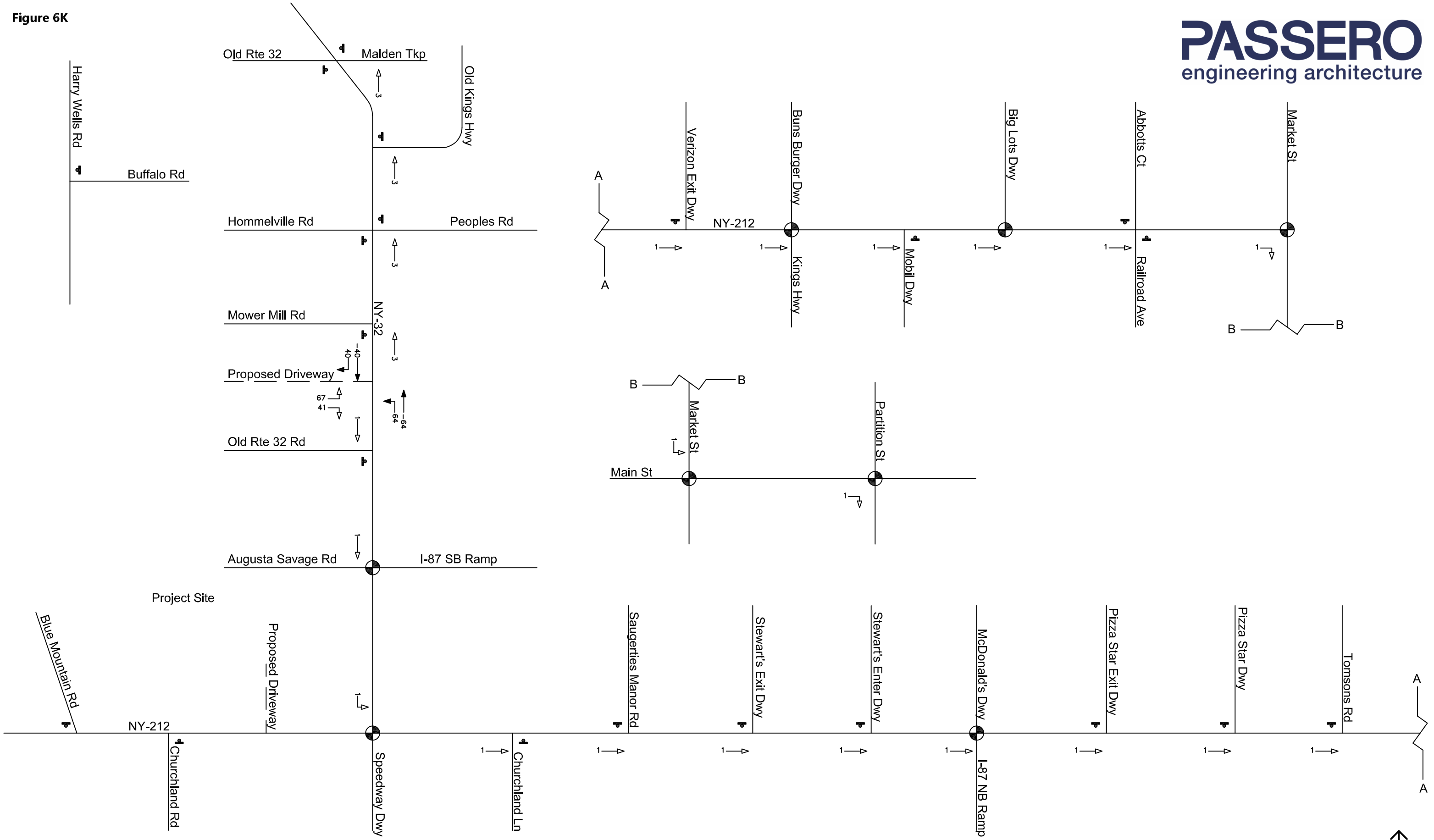
Diverted Trips - Commercial Northeast As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6K

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

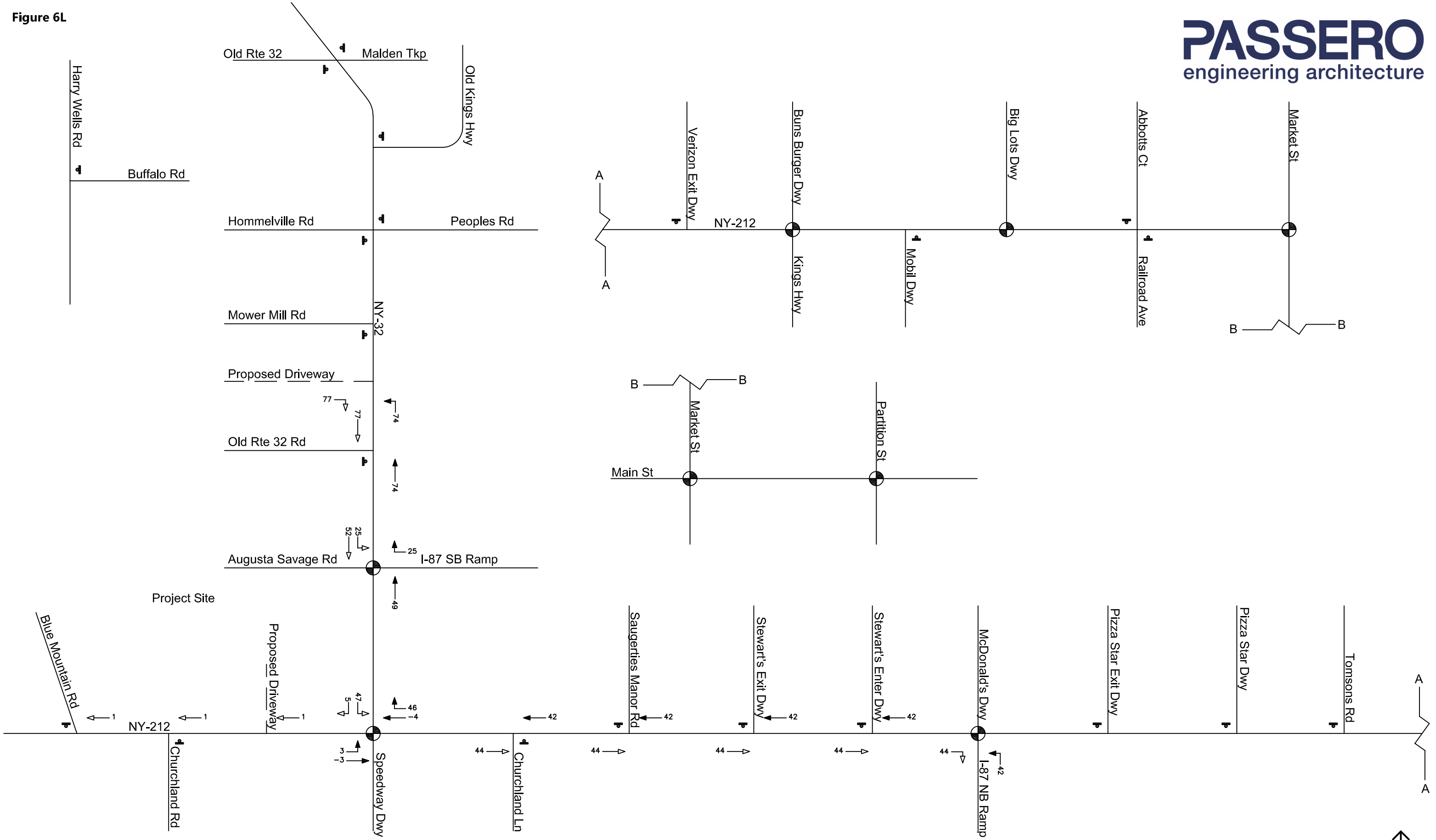
Pass-by Trips - Commercial Northeast As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6L

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

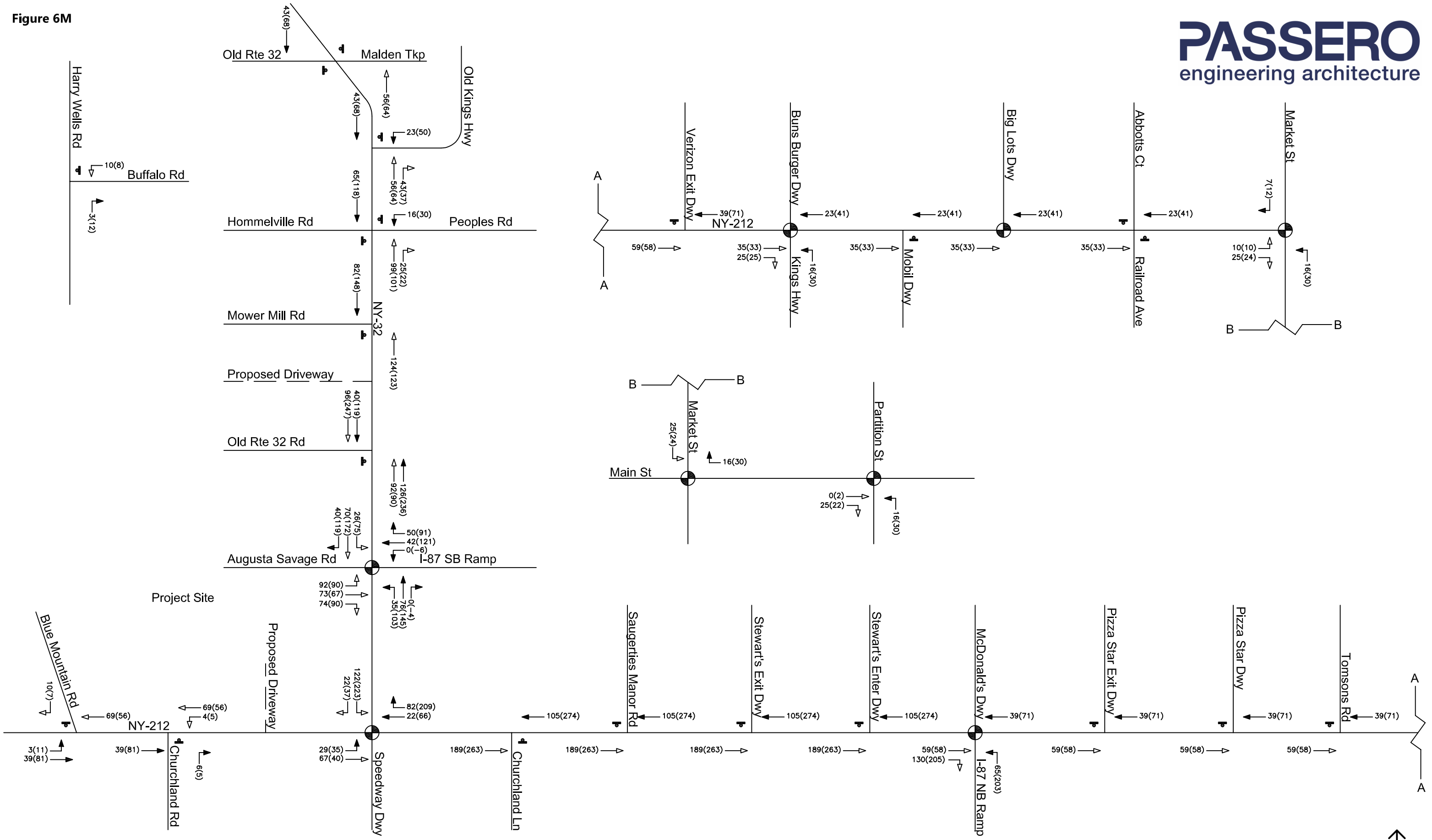
Diverted Trips - Commercial Northeast As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6M

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

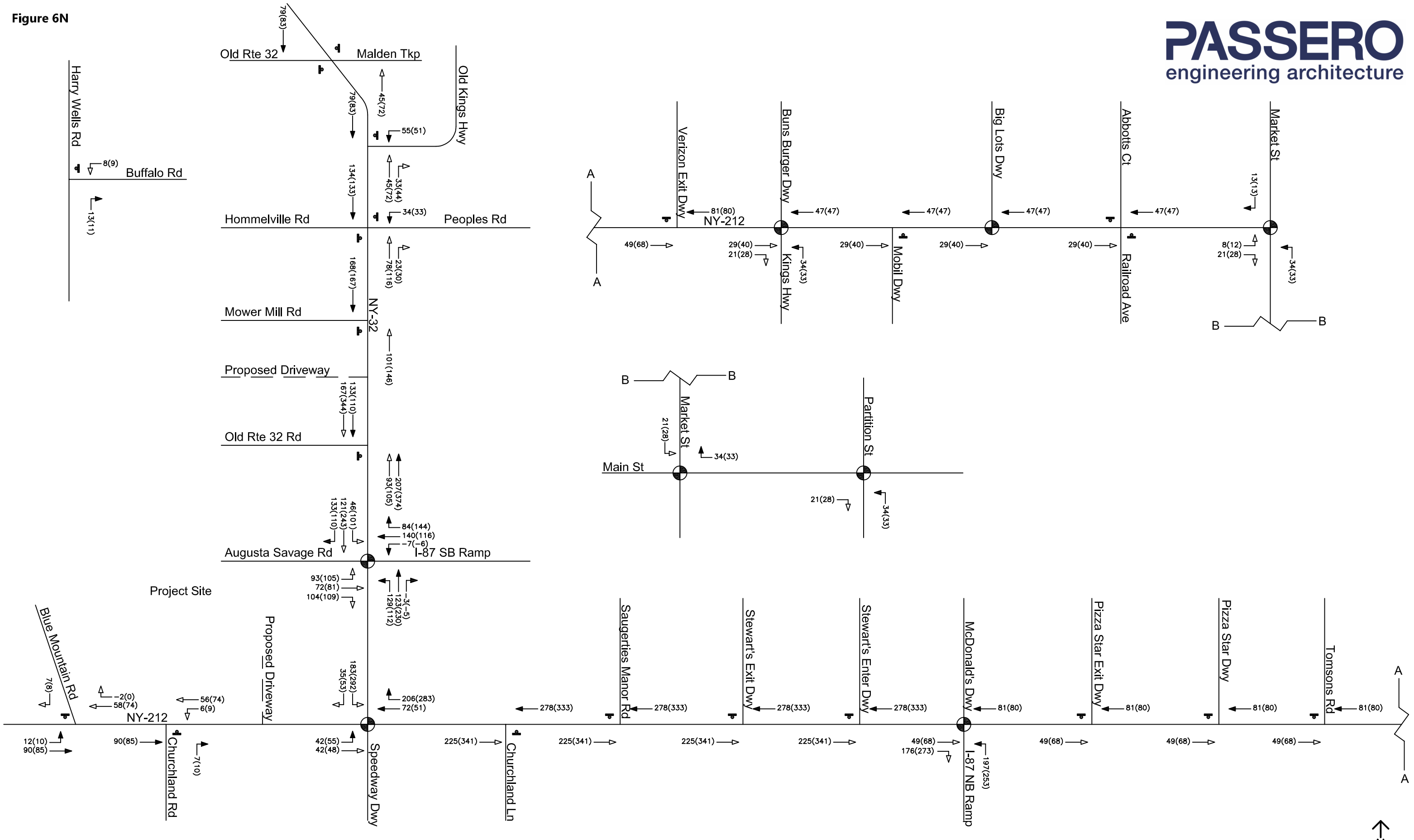
Total Site Generated Trips - As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6N

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

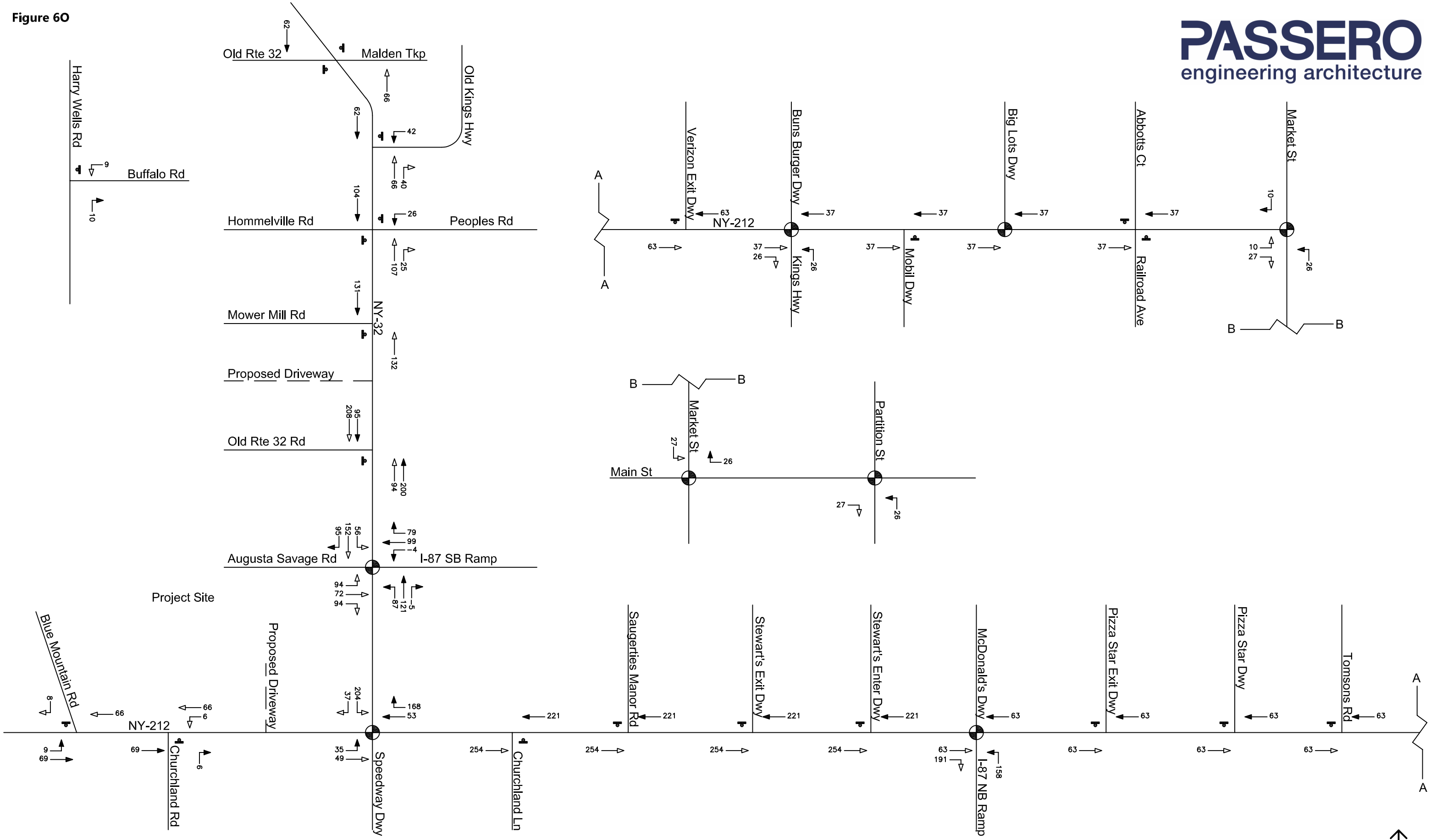
Total Site Generated Trips - As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6O

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

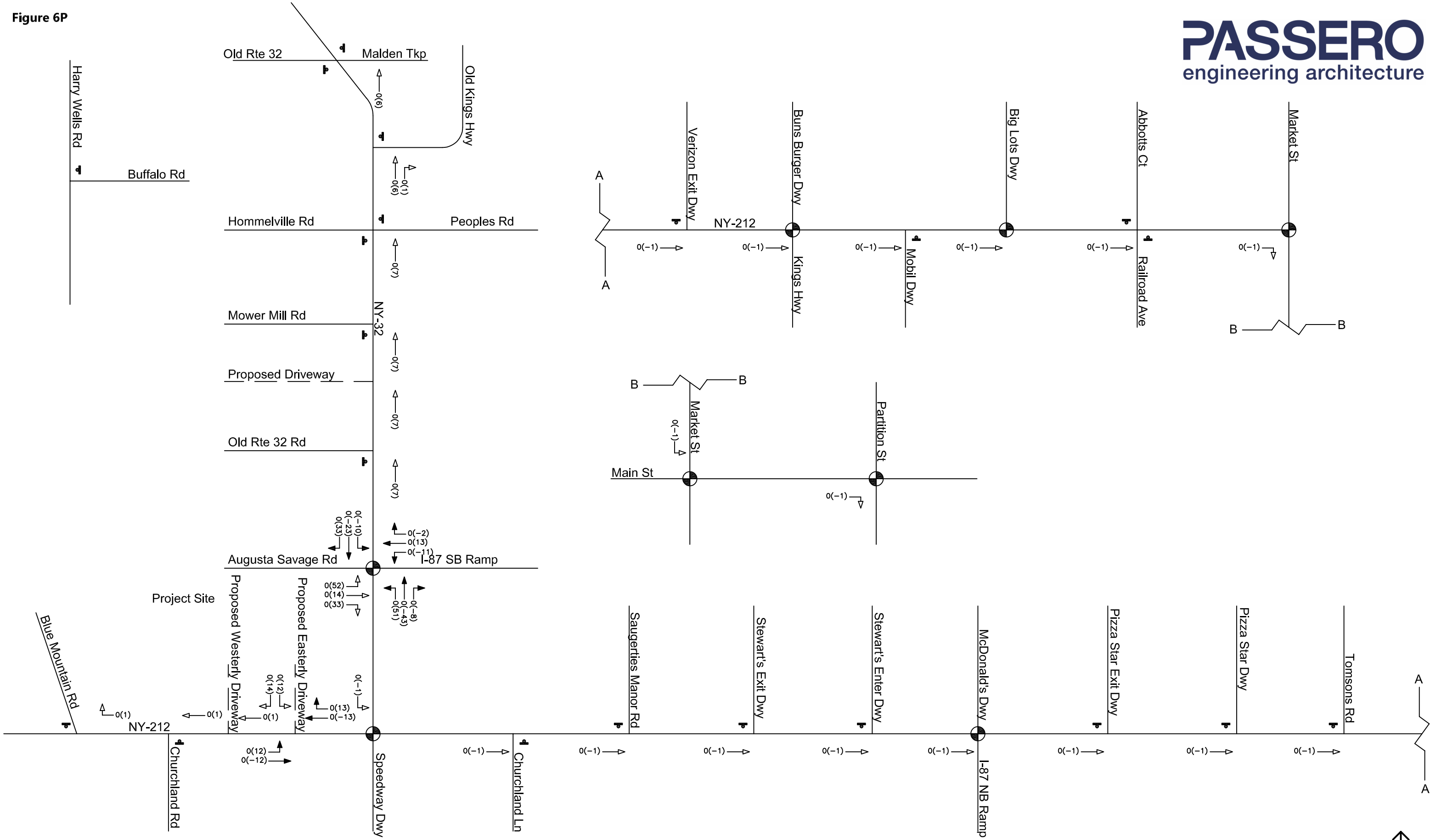
Total Site Generated Trips - As-of-Right

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6P

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

Pass-by Trips - Commercial South Sponsor's Preferred

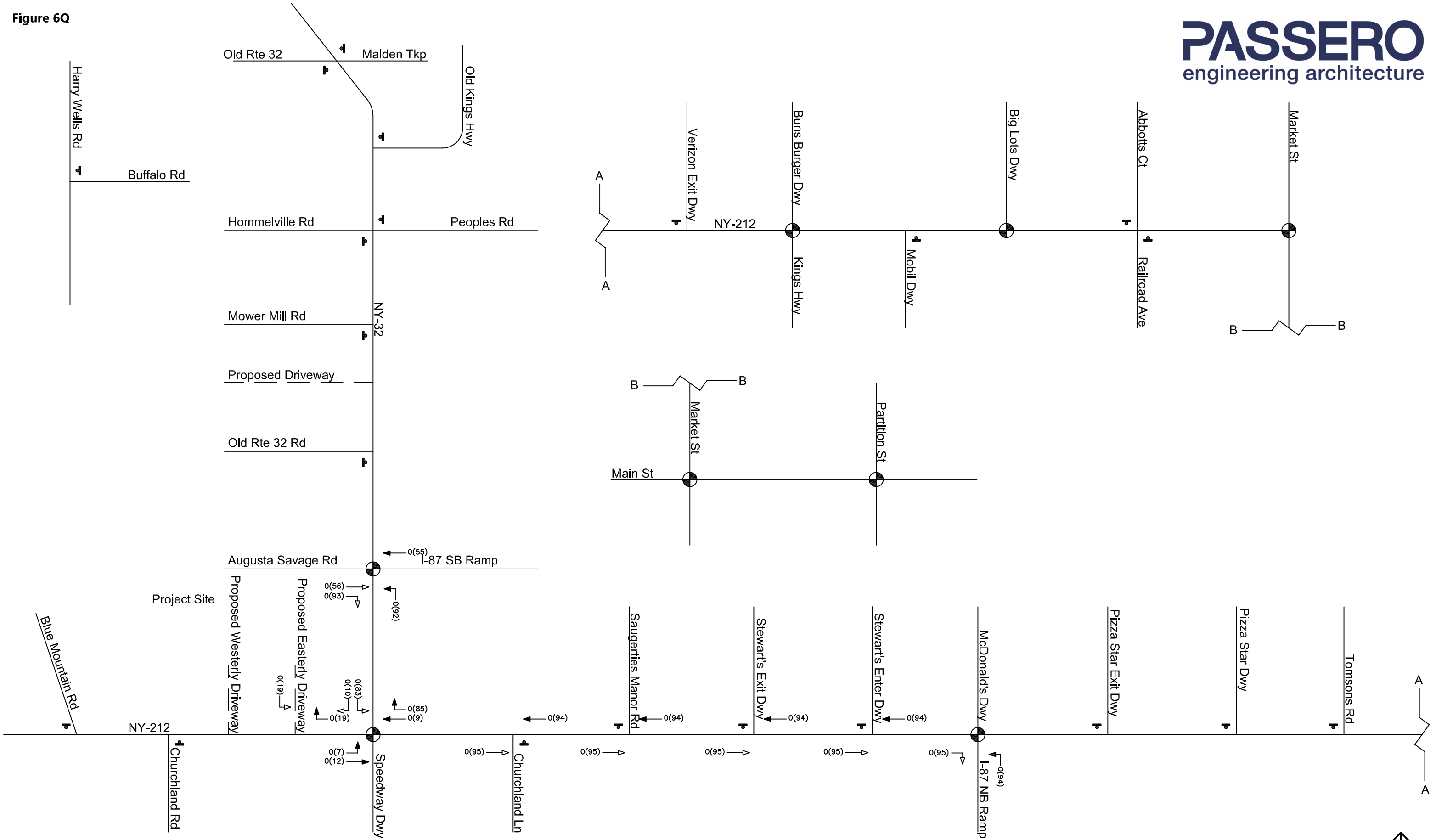
N
NOT TO SCALE

KEY:
- – – Proposed Access
- → Entering Trip
- → Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6Q

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

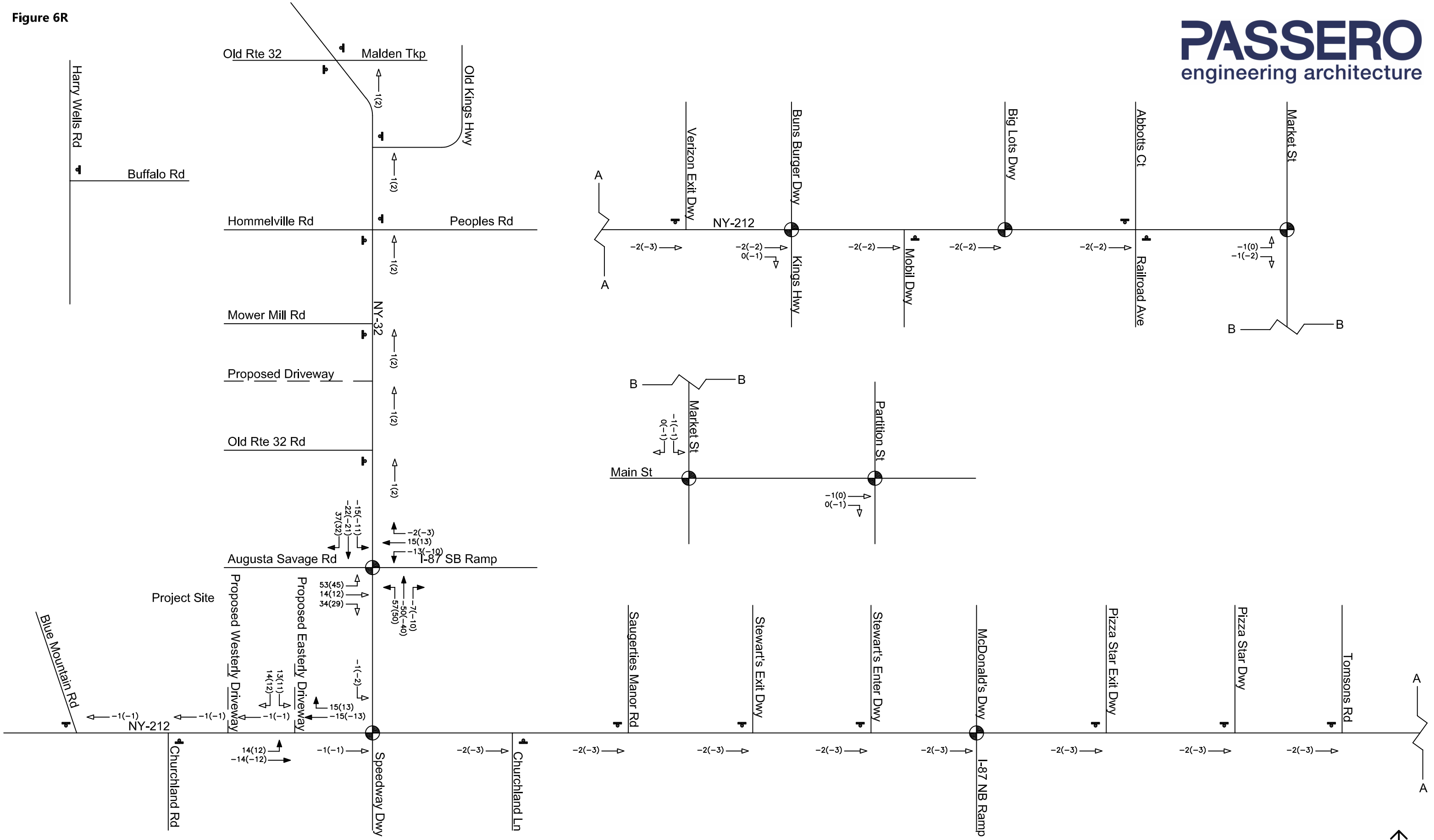
Diverted Trips - Commercial South Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6R

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

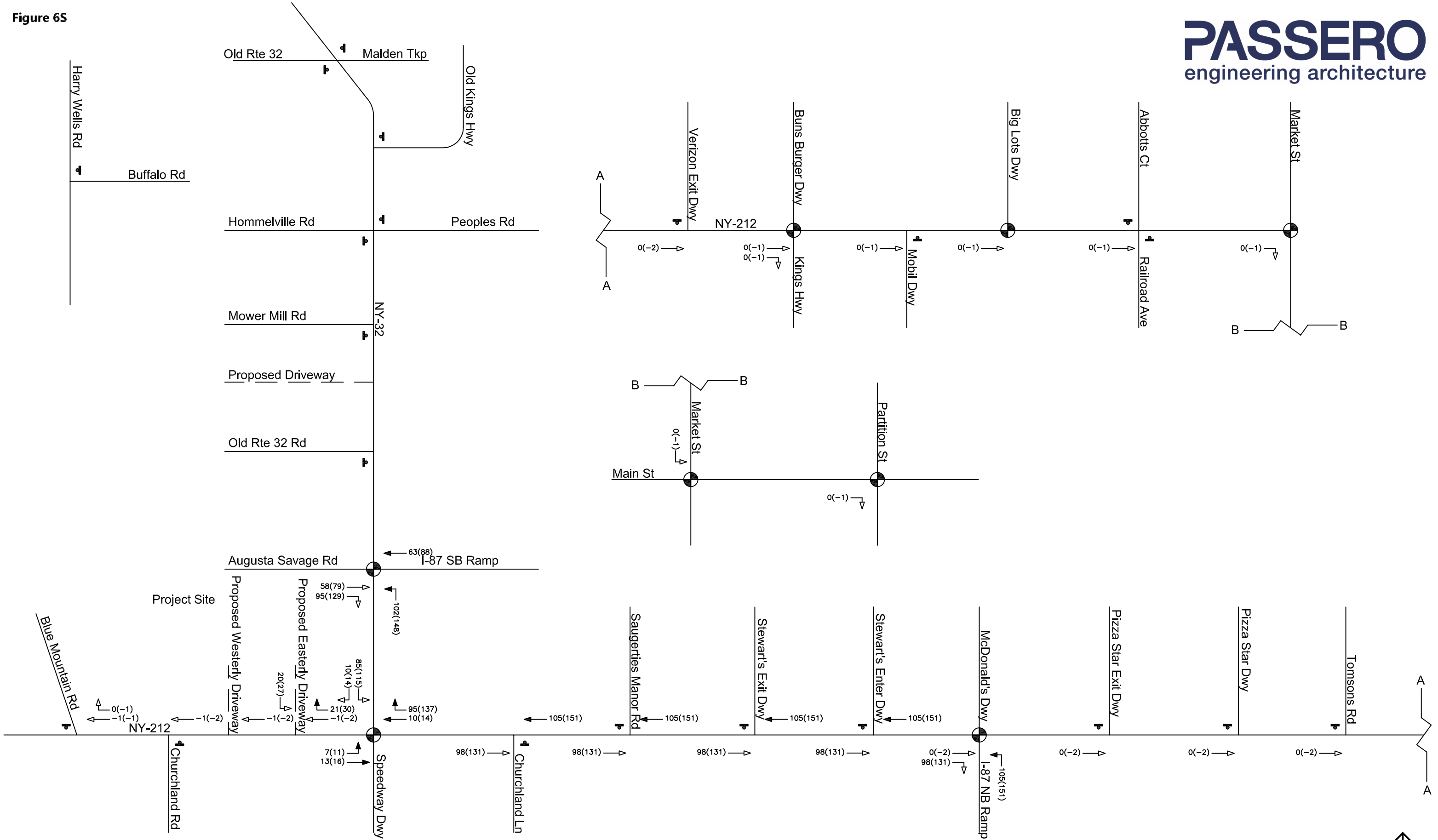
Pass-by Trips - Commercial South Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6S

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

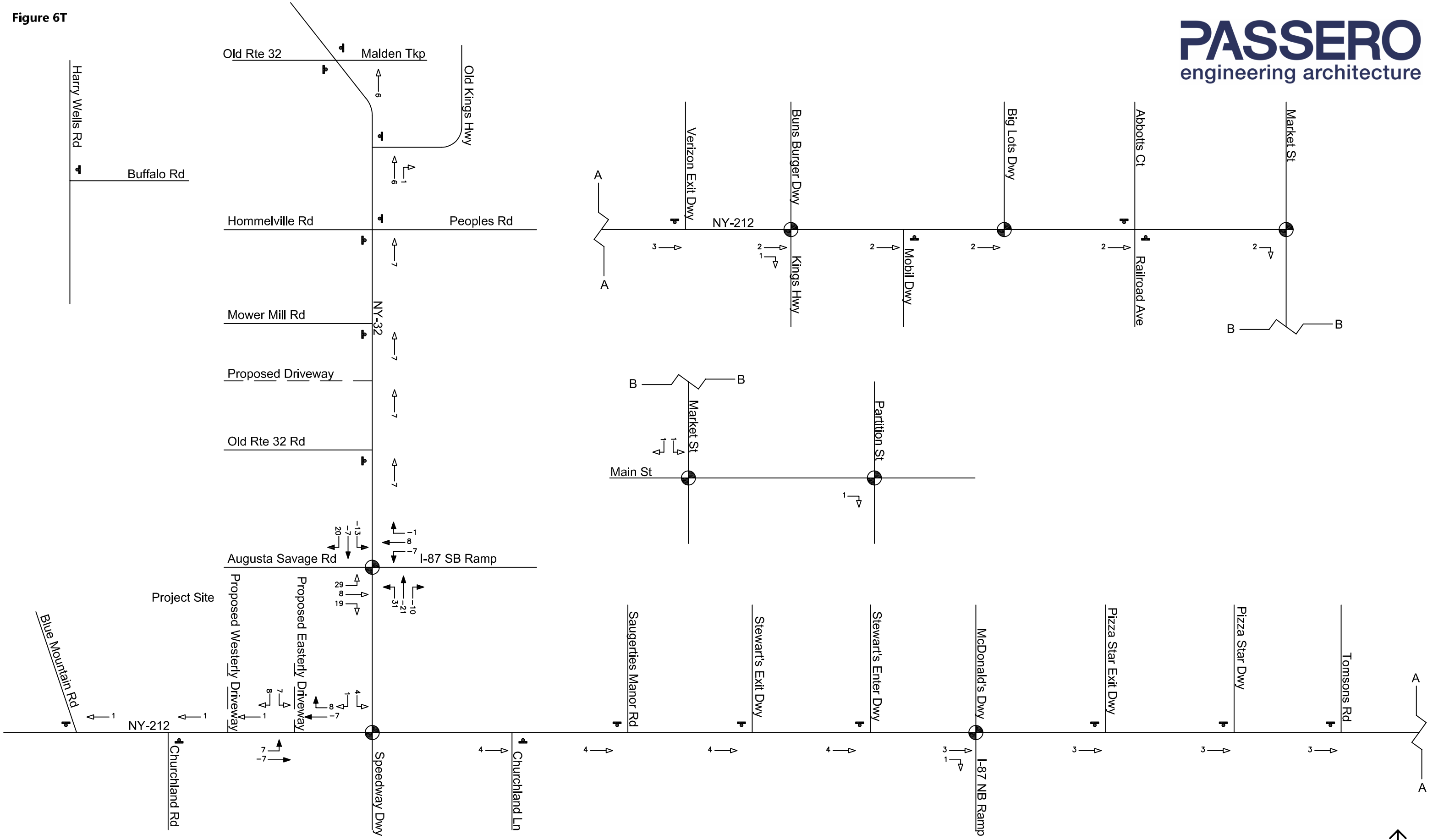
Diverted Trips - Commercial South Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6T

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

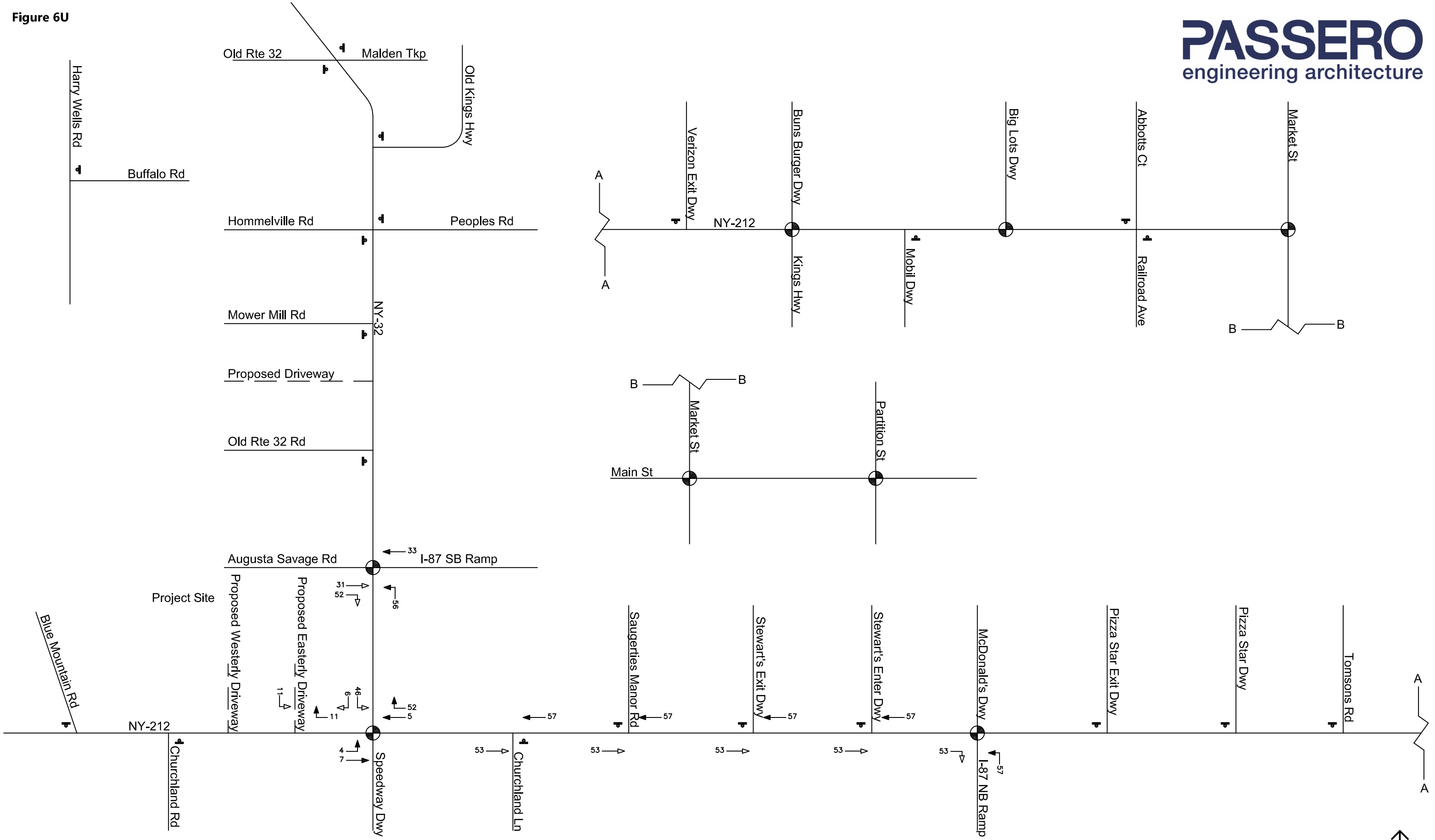
Pass-by Trips - Commercial South Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6U

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

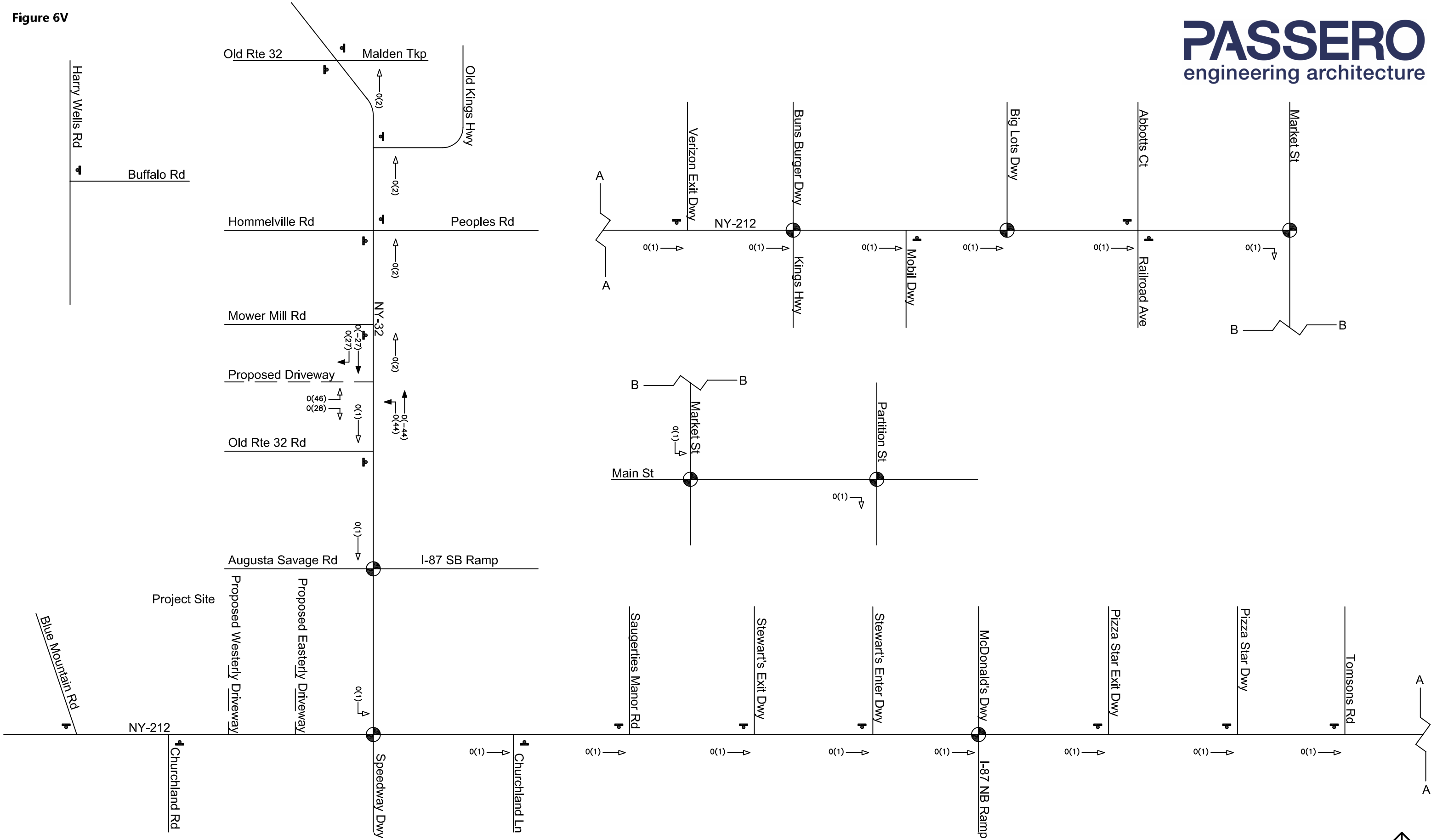
Diverted Trips - Commercial South Sponsor's Preferred

KEY:
- – – – Proposed Access
- ⟶ Entering Trip
- ⟶ Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6V

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

Pass-by Trips - Commercial Northeast Sponsor's Preferred

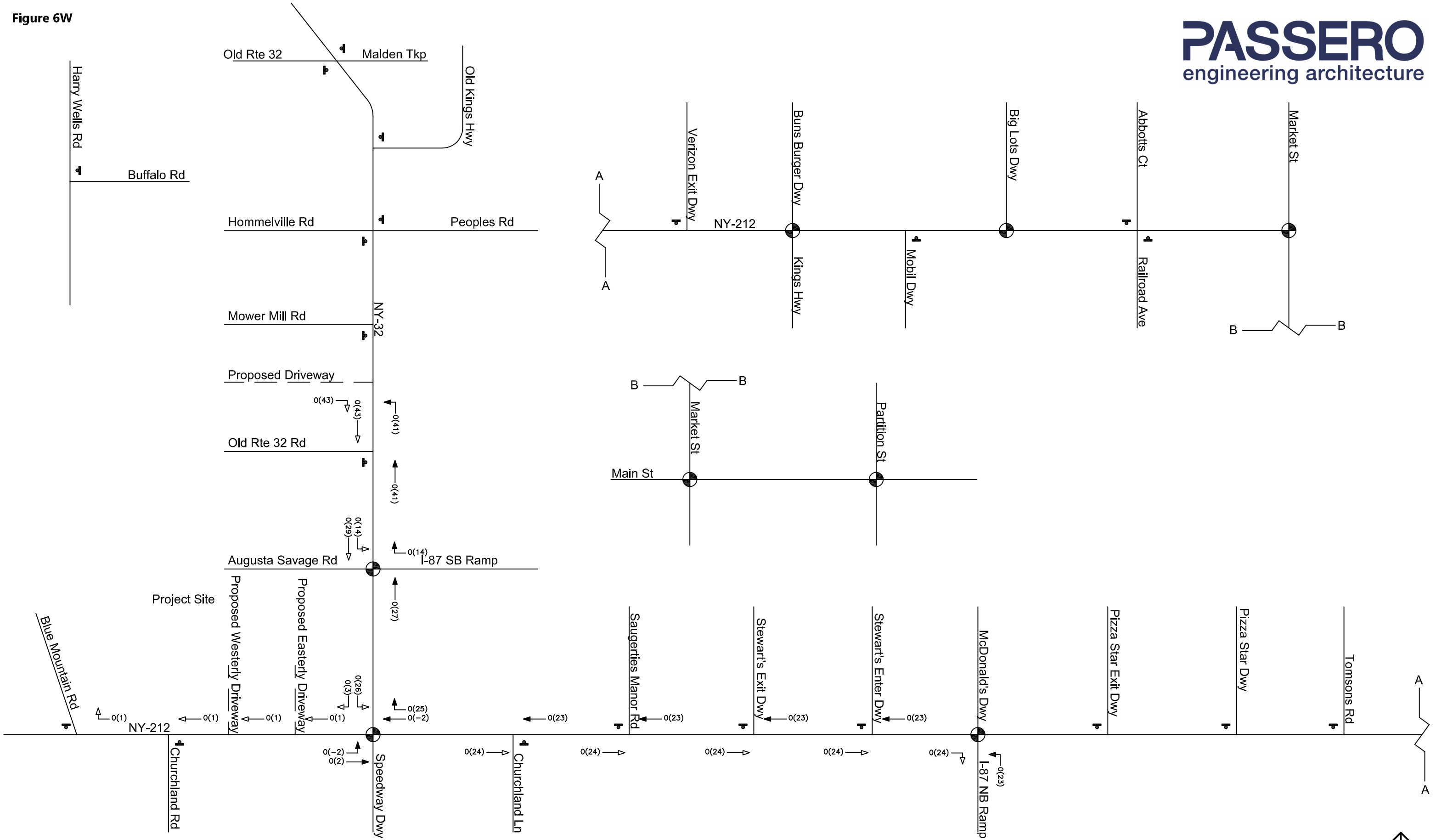
N
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6W

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Diverted Trips - Commercial Northeast Sponsor's Preferred

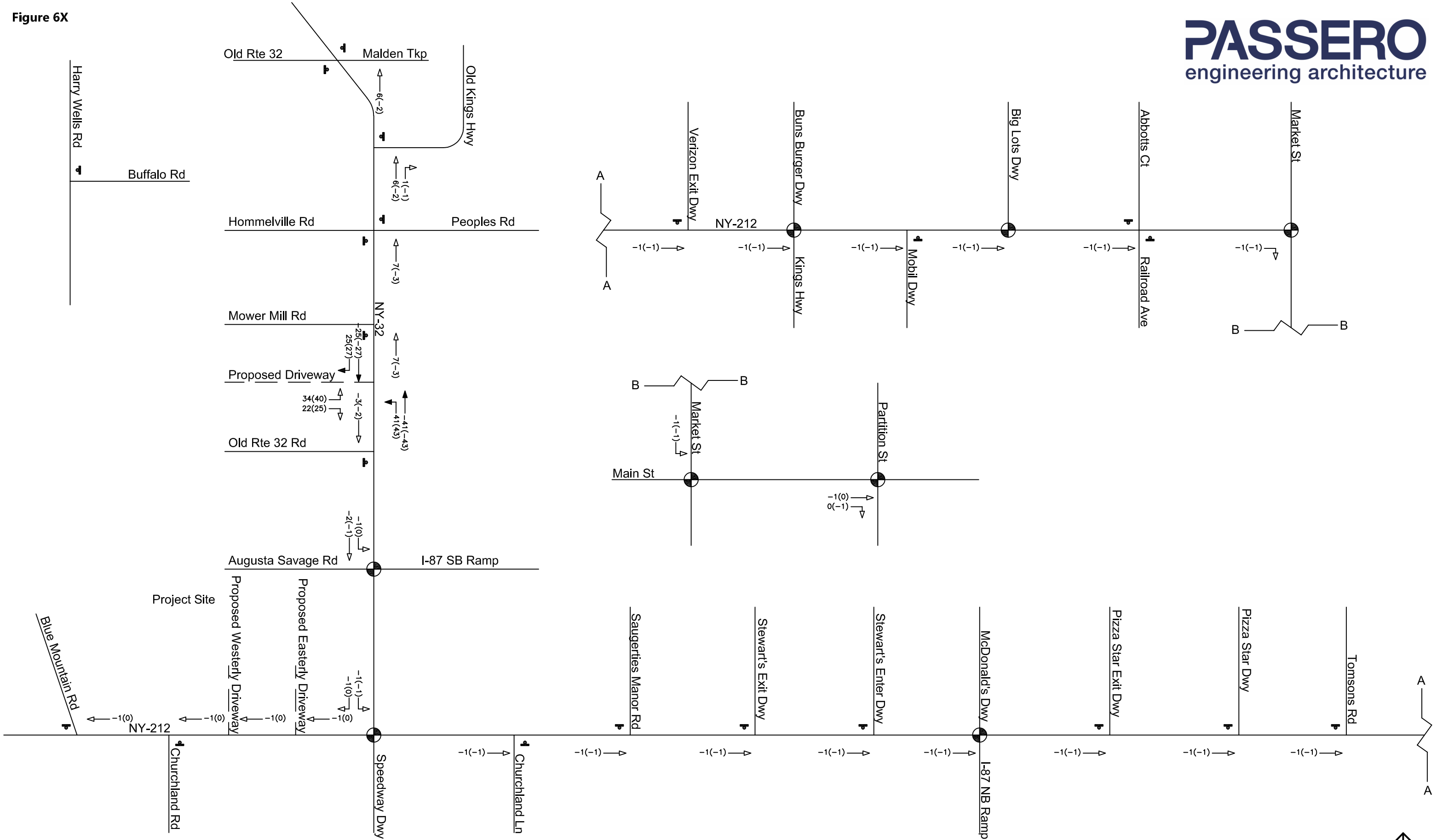
N
NOT TO SCALE

KEY:
- – – – Proposed Access
- ——→ Entering Trip
- ——→ Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6X

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

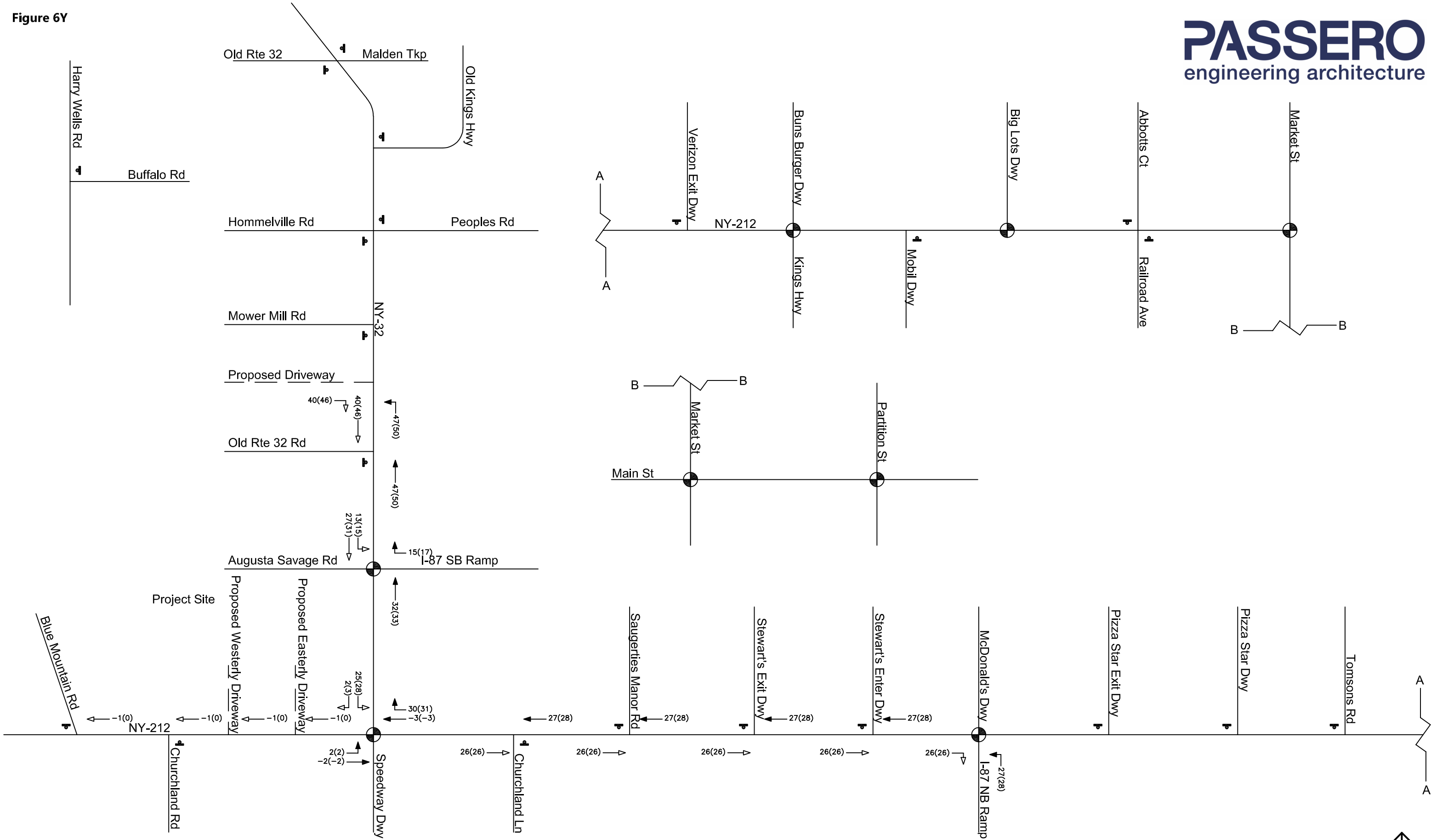
Pass-by Trips - Commercial Northeast Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6Y

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

Diverted Trips - Commercial Northeast Sponsor's Preferred

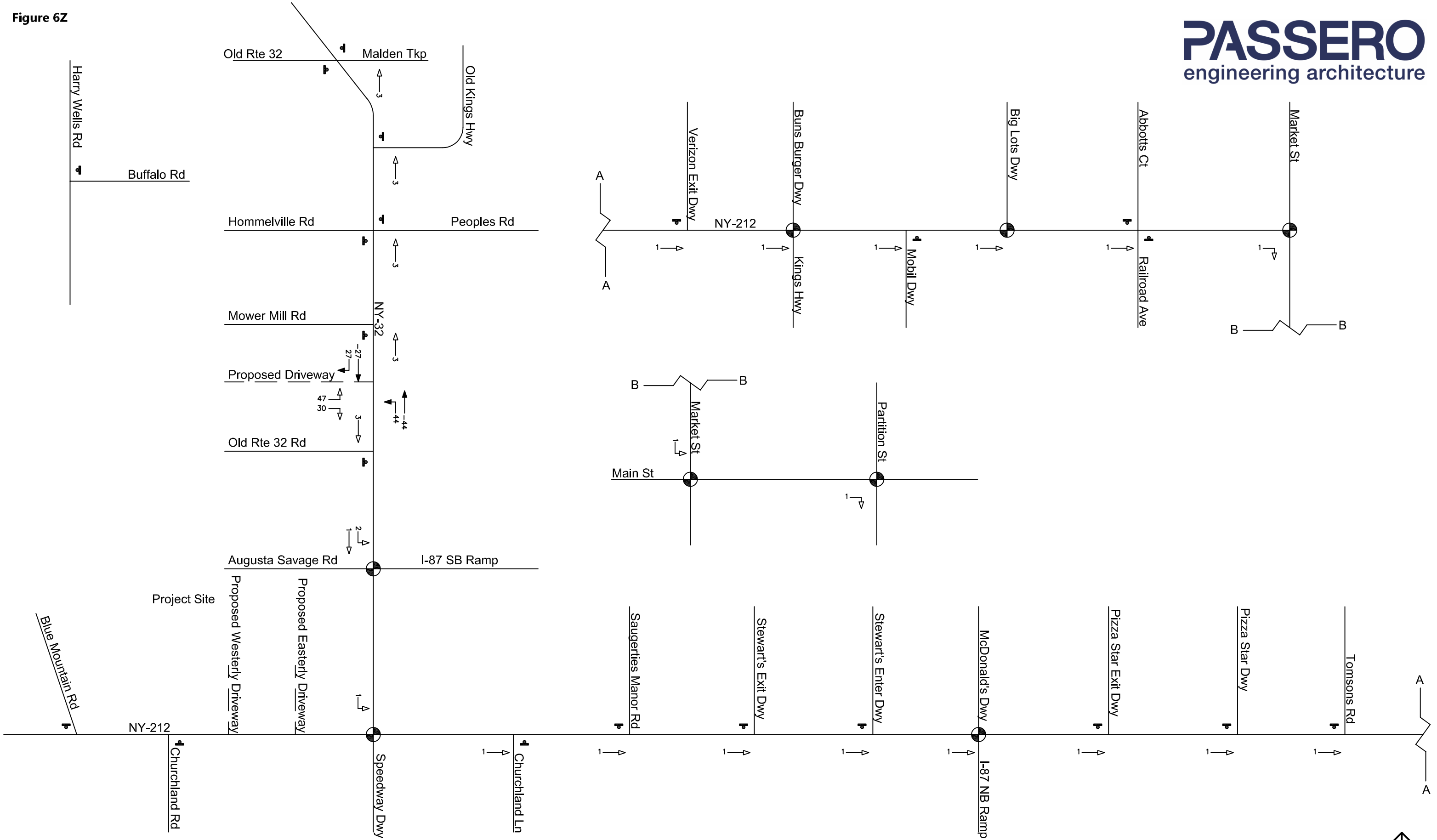
N
NOT TO SCALE

KEY:
- – – Proposed Access
- → Entering Trip
- → Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6Z

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

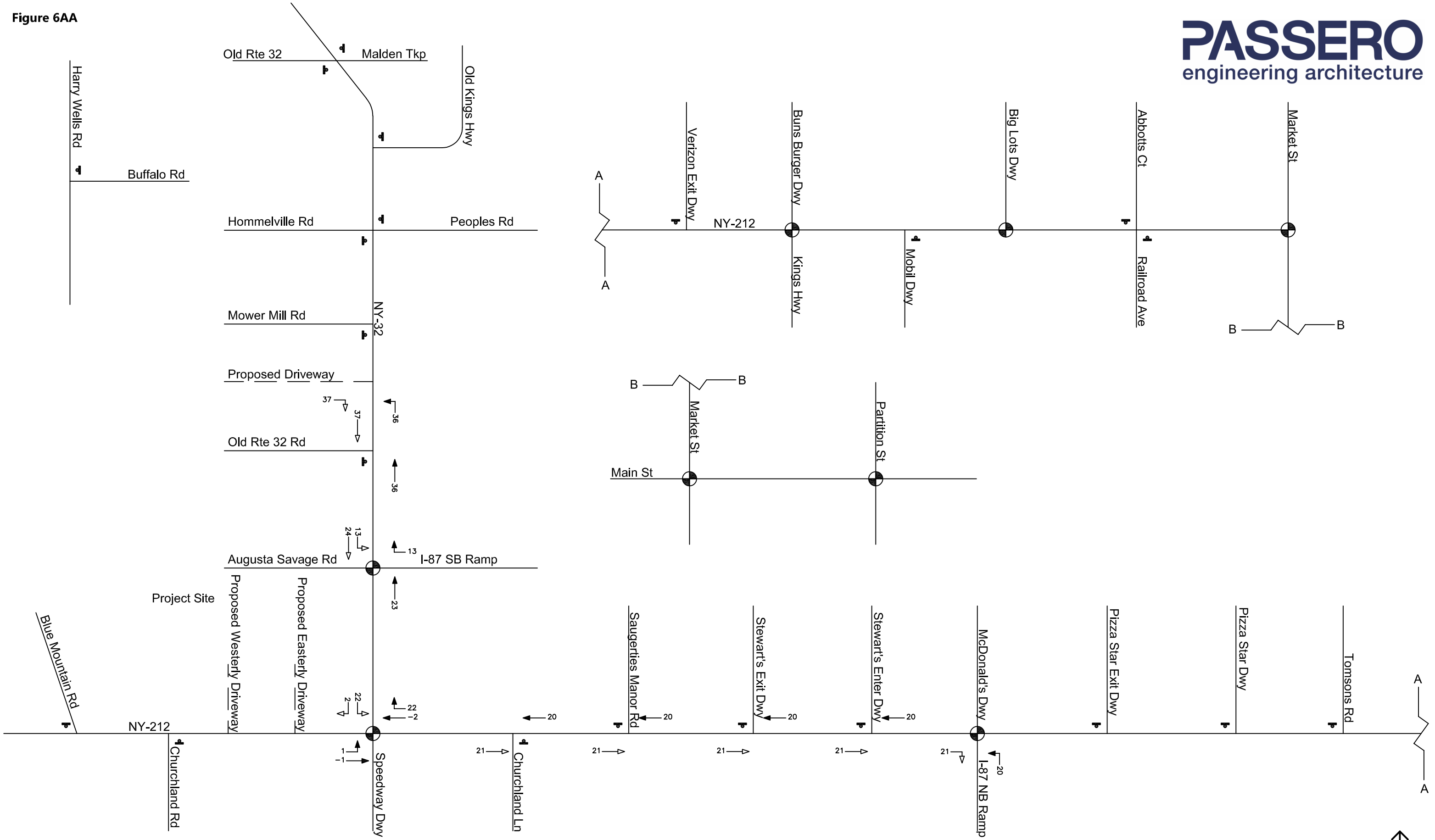
Pass-by Trips - Commercial Northeast Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AA

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

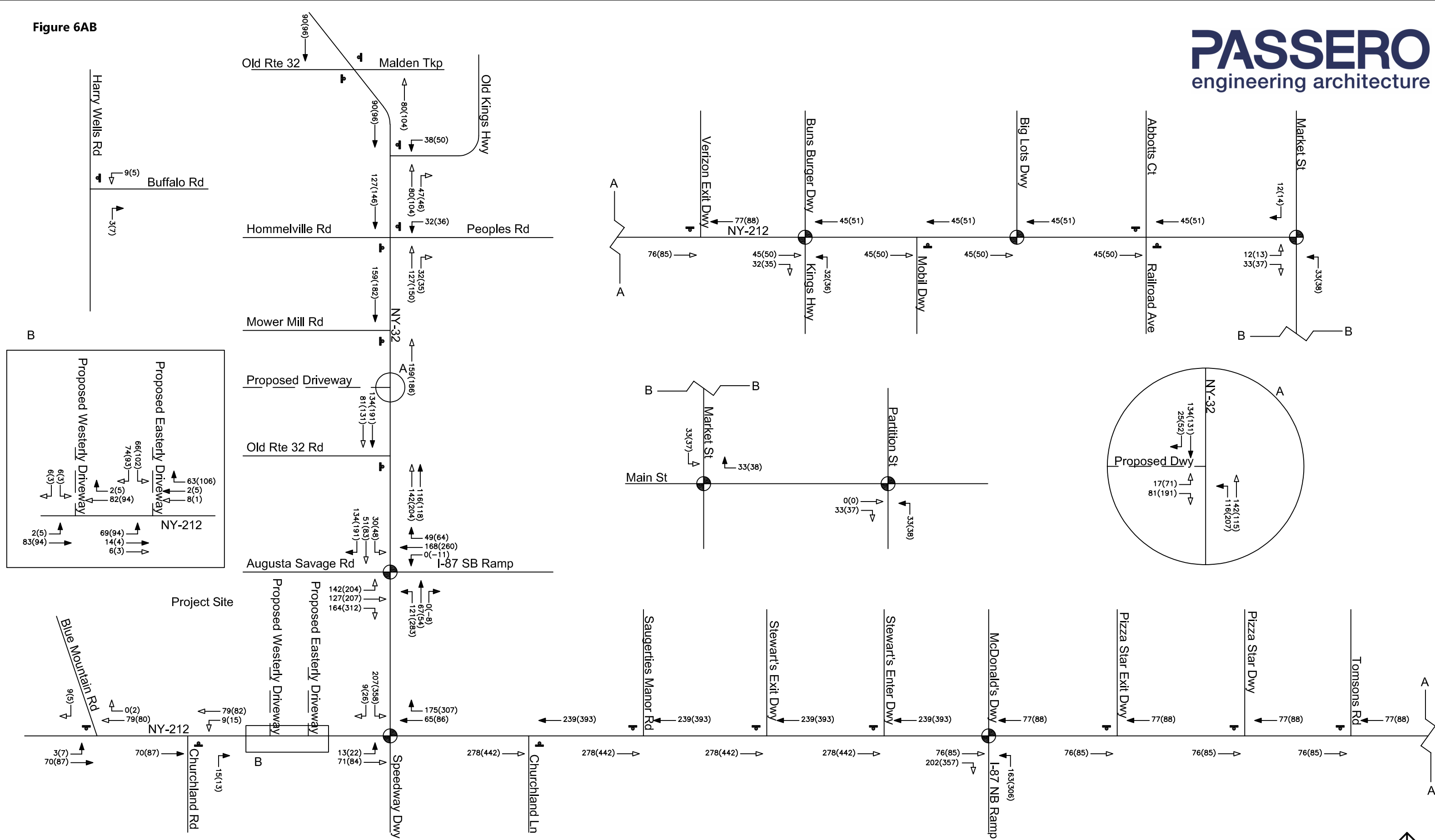
Diverted Trips - Commercial Northeast Sponsor's Preferred

KEY:
- – – – Proposed Access
- ⟶ Entering Trip
- ⟶ Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AB

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Total Site Generated Trips - Sponsor's Preferred

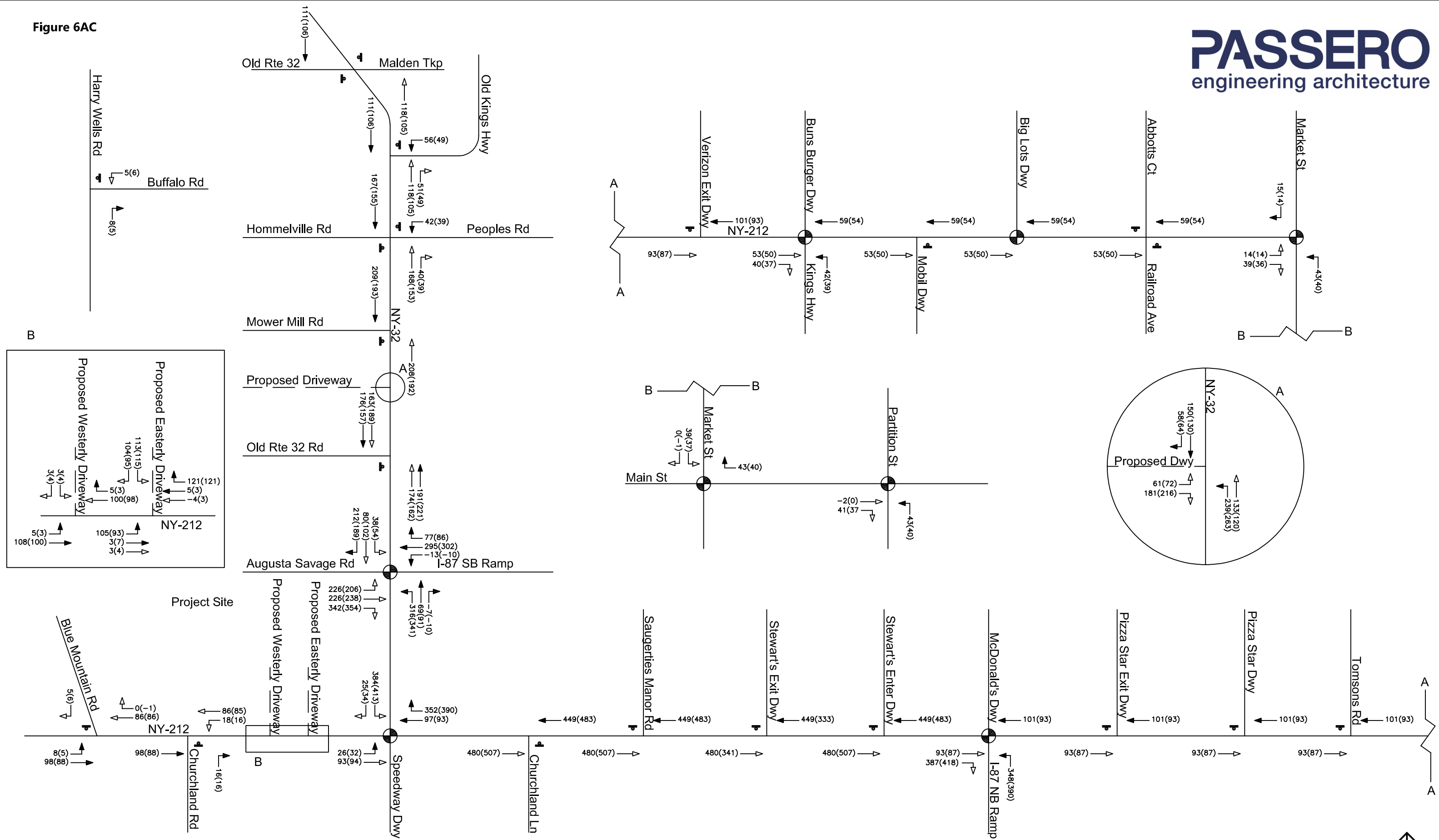
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6AC

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Total Site Generated Trips - Sponsor's Preferred

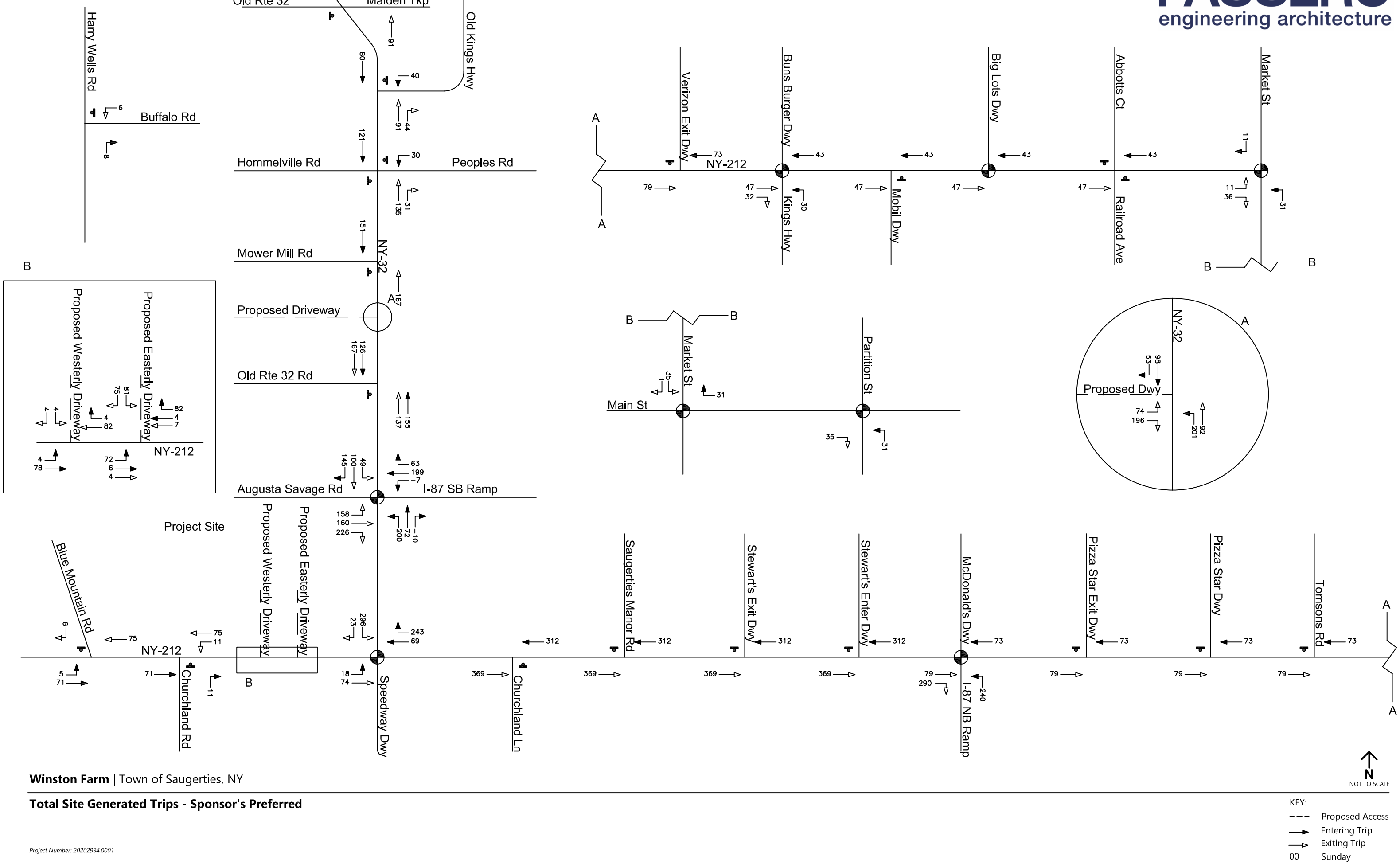
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6AD

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

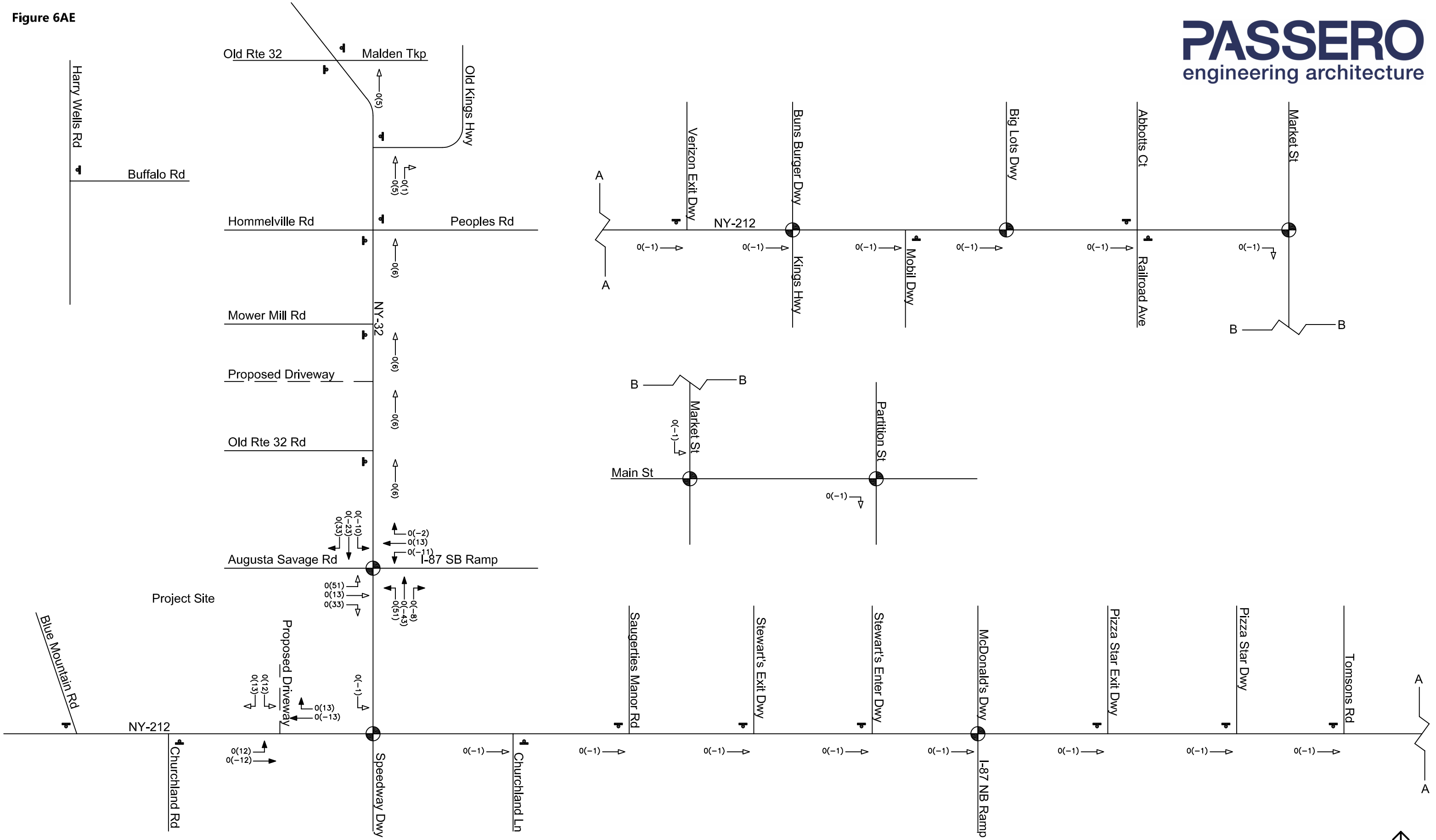
Total Site Generated Trips - Sponsor's Preferred

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AE

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

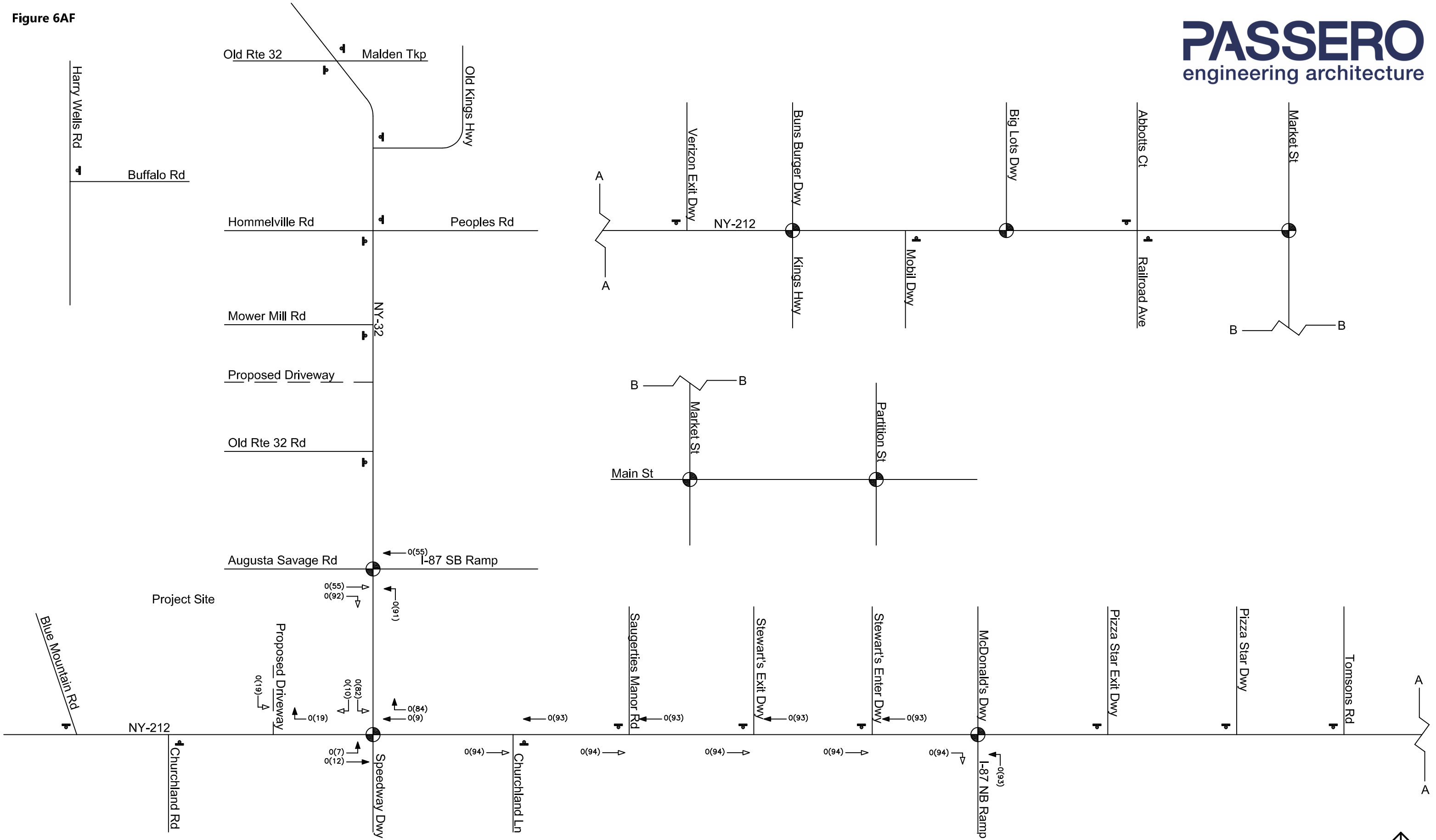
Pass-by Trips - Commercial South Reasonable Worst Case Scenario

KEY:
- – – – Proposed Access
- ⟶ Entering Trip
- ⟶ Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6AF

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

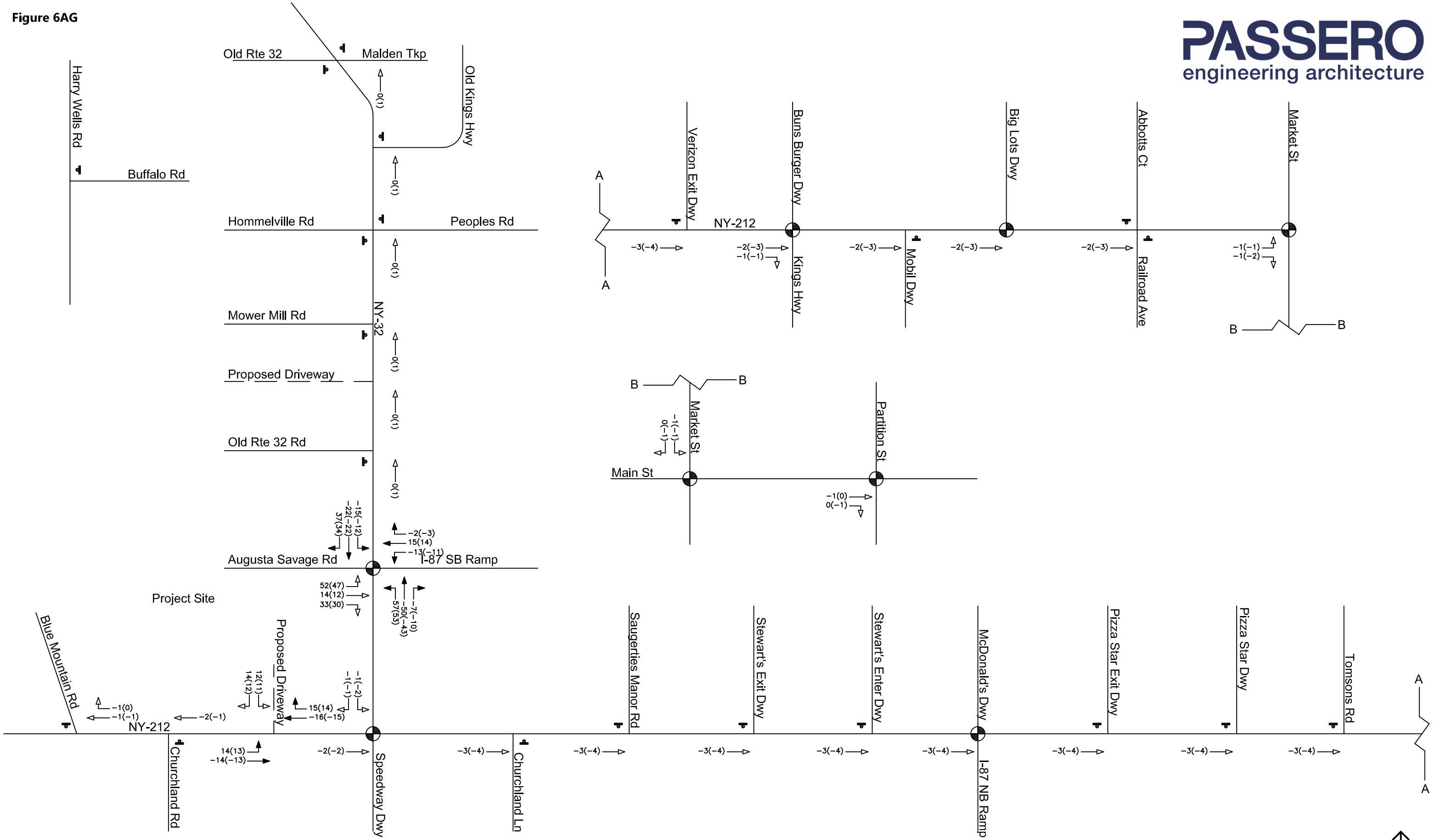
Diverted Trips - Commercial South Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6AG

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

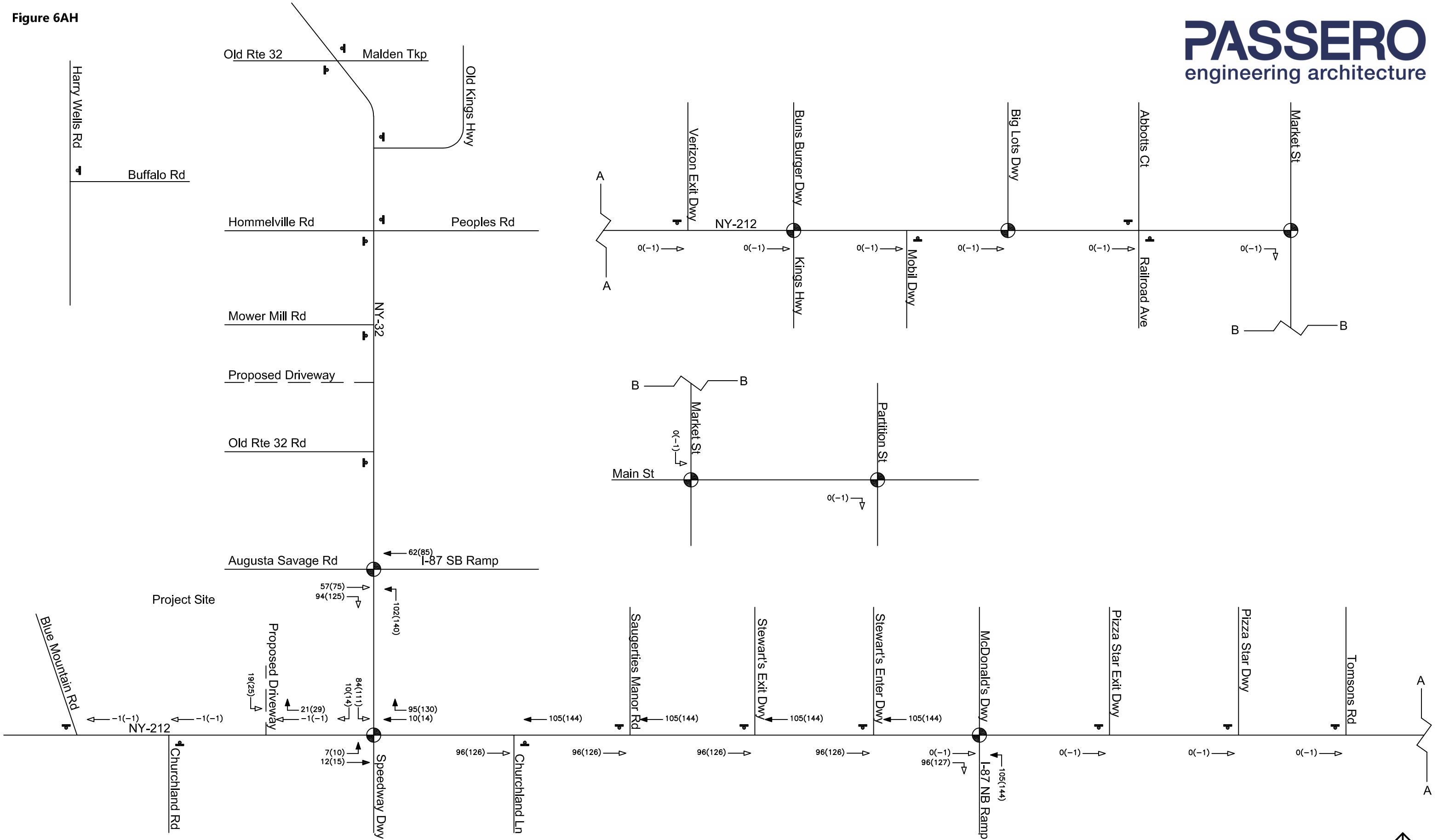
Pass-by Trips - Commercial South Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6AH

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

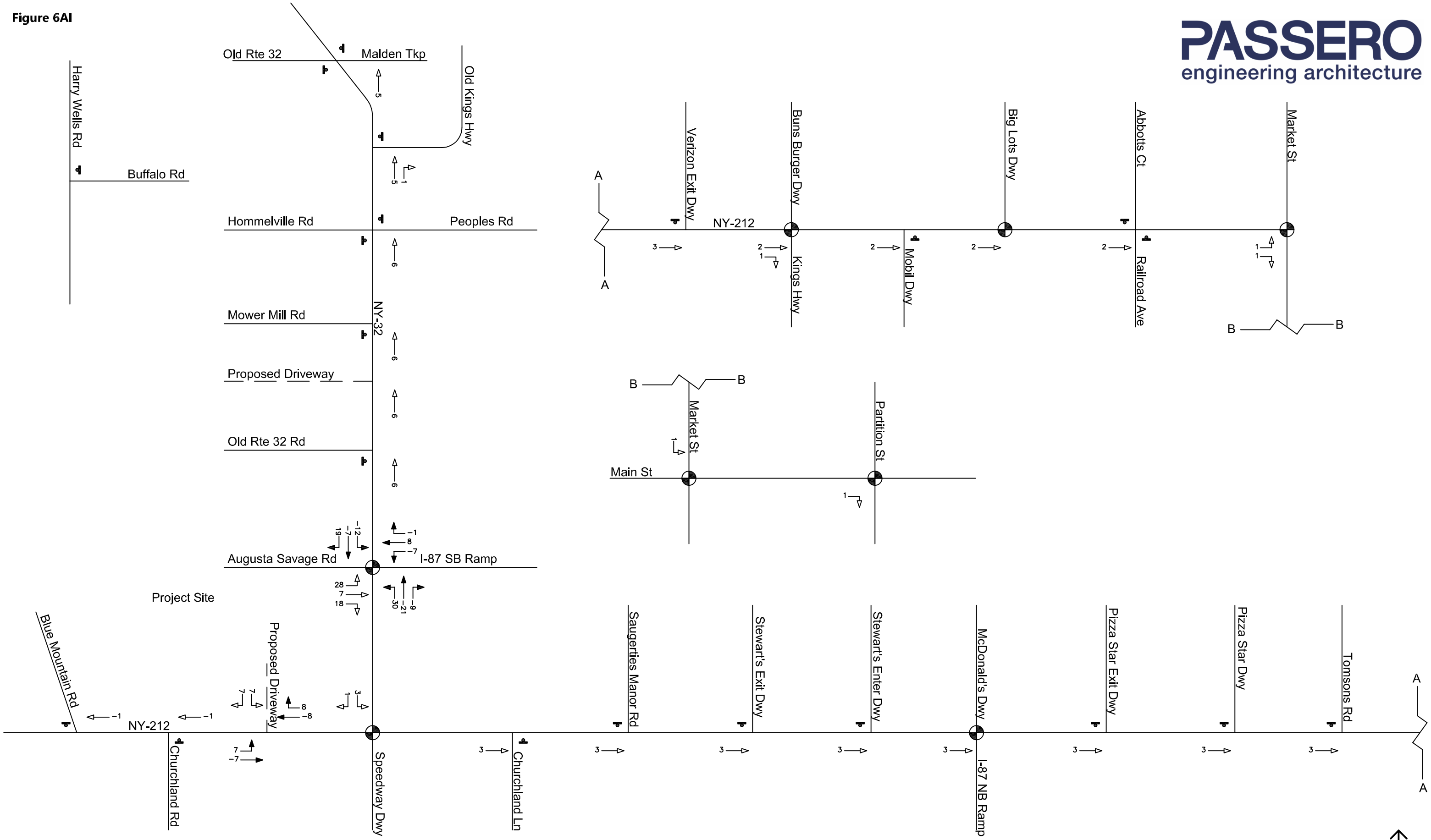
Diverted Trips - Commercial South Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6AI

PASSERO
engineering architecture



Winston Farm | Town of Saugerties, NY

Pass-by Trips - Commercial South Reasonable Worst Case Scenario

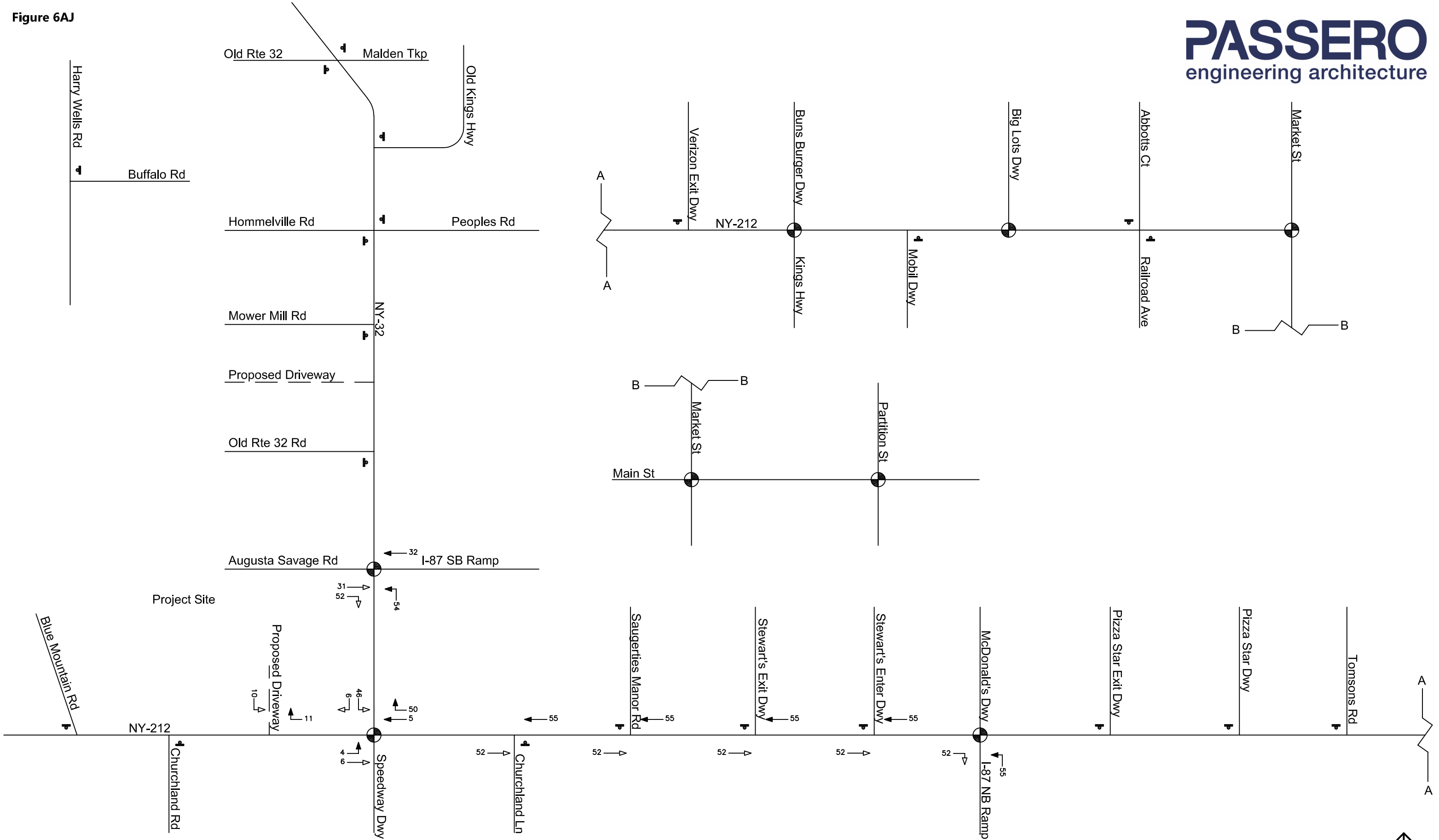
N
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AJ

PASSERO engineering architecture



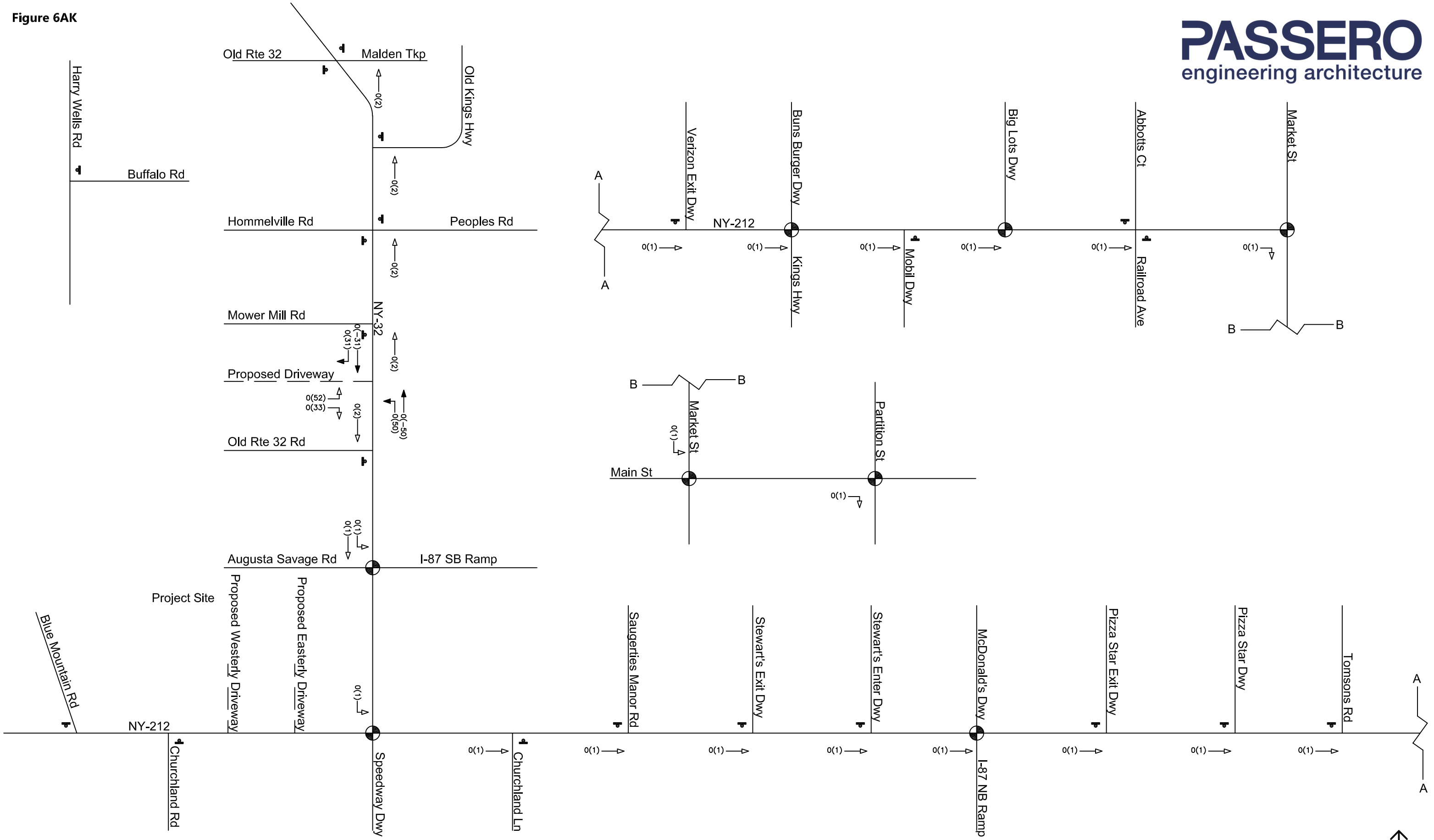
Winston Farm | Town of Saugerties, NY

Diverted Trips - Commercial South Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AK



Winston Farm | Town of Saugerties, NY

Pass-by Trips - Commercial Northeast Reasonable Worst Case Scenario

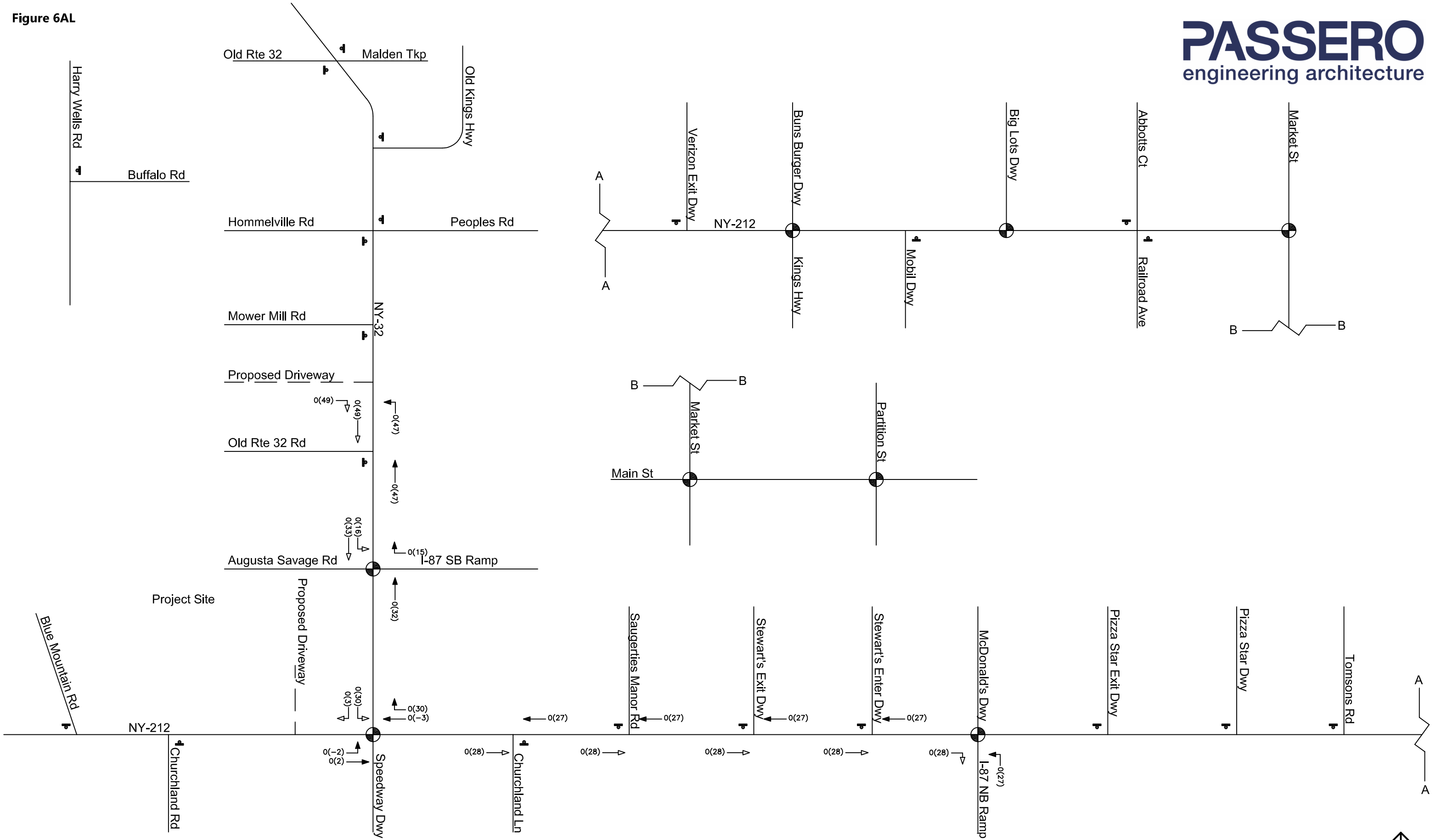
KEY:
- – – – Proposed Access
- ⟶ Entering Trip
- ⟶ Exiting Trip
- 00(00) AM(PM)

N
NOT TO SCALE

Project Number: 20202934.0001

Figure 6AL

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

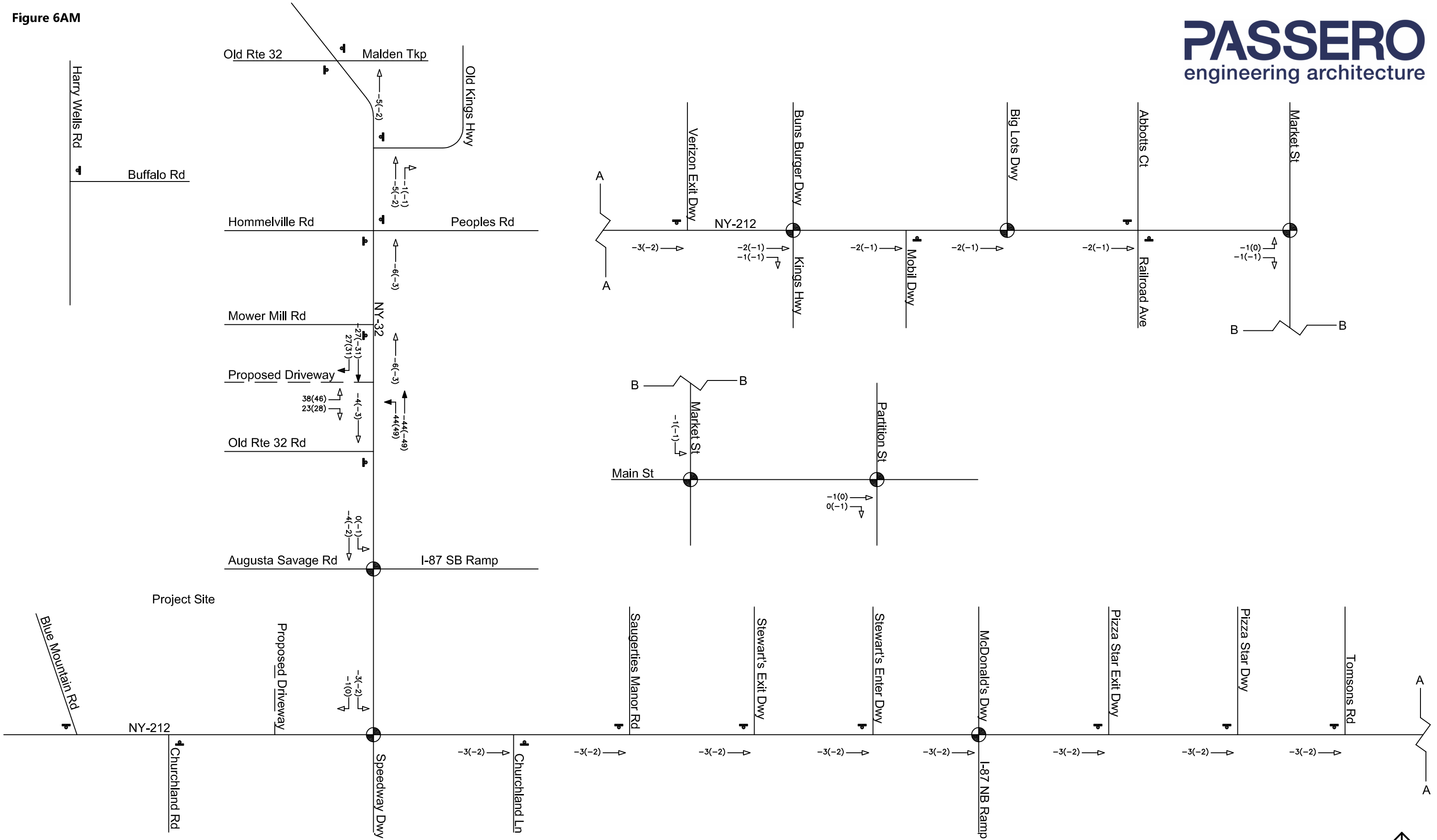
Diverted Trips - Commercial Northeast Reasonable Worst Case Scenario

KEY:
- – – – Proposed Access
- ⟶ Entering Trip
- ⟶ Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6AM

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Pass-by Trips - Commercial Northeast Reasonable Worst Case Scenario

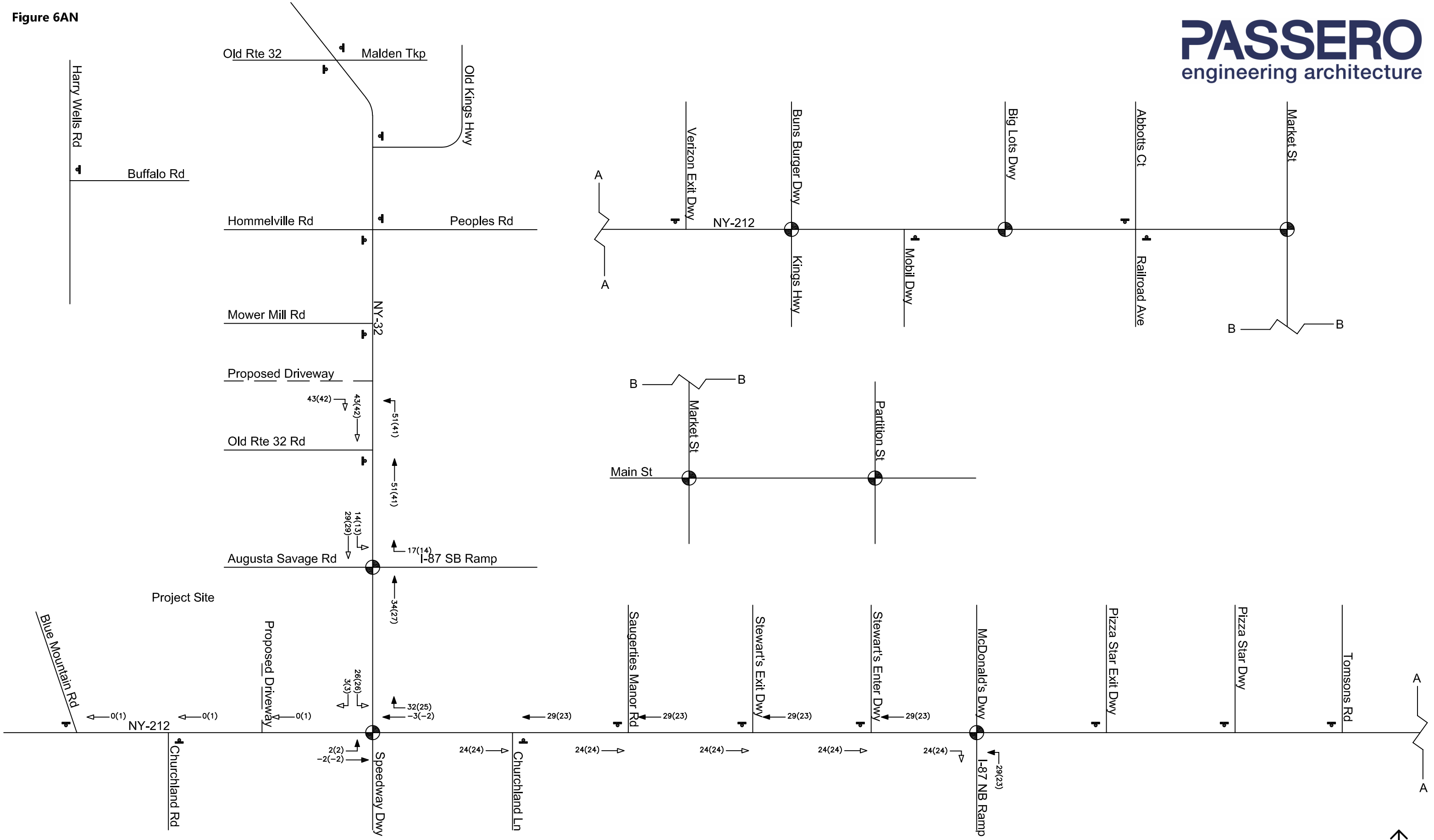
KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

N
NOT TO SCALE

Project Number: 20202934.0001

Figure 6AN

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Diverted Trips - Commercial Northeast Reasonable Worst Case Scenario

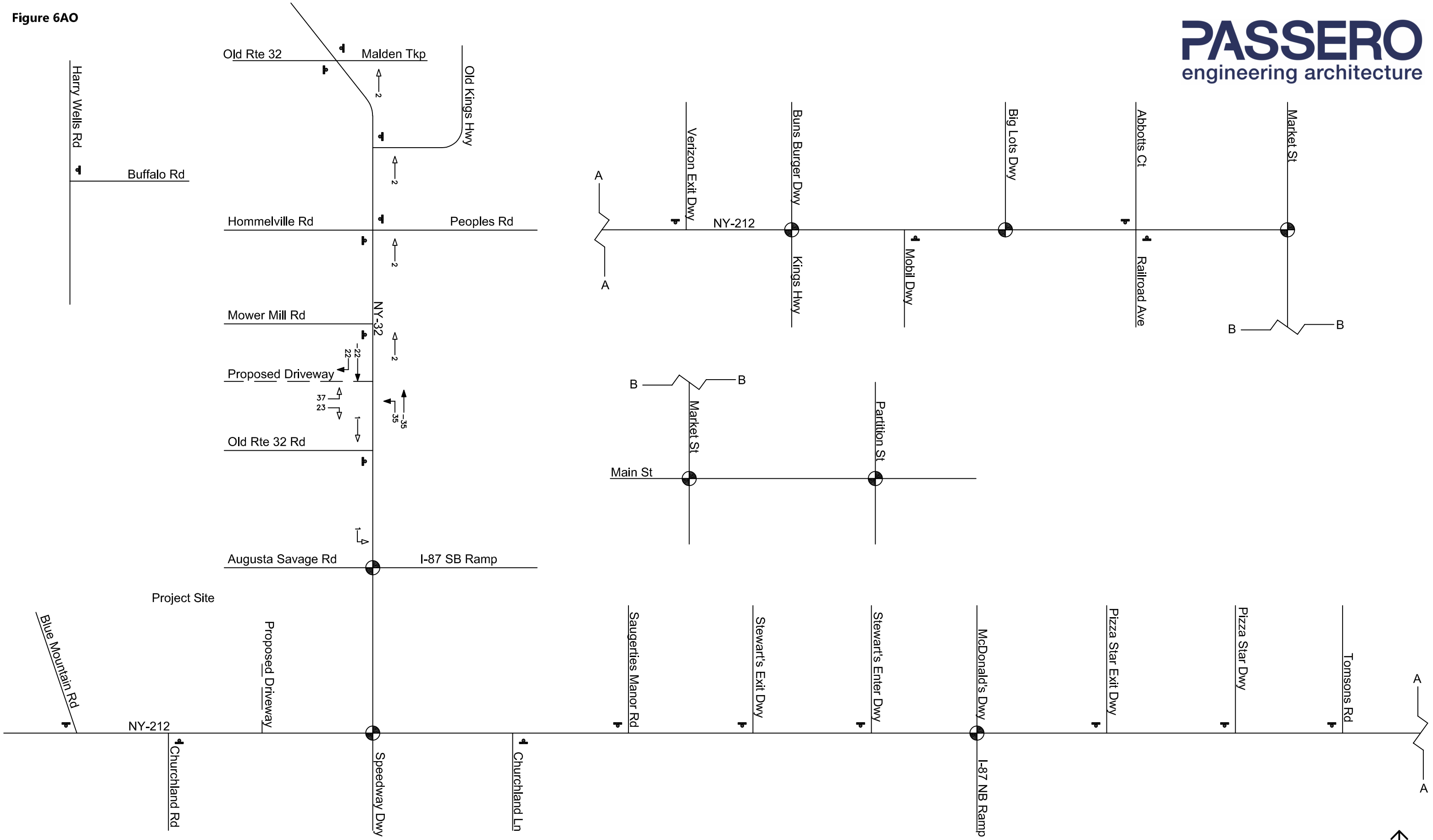
N
NOT TO SCALE

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6AO

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

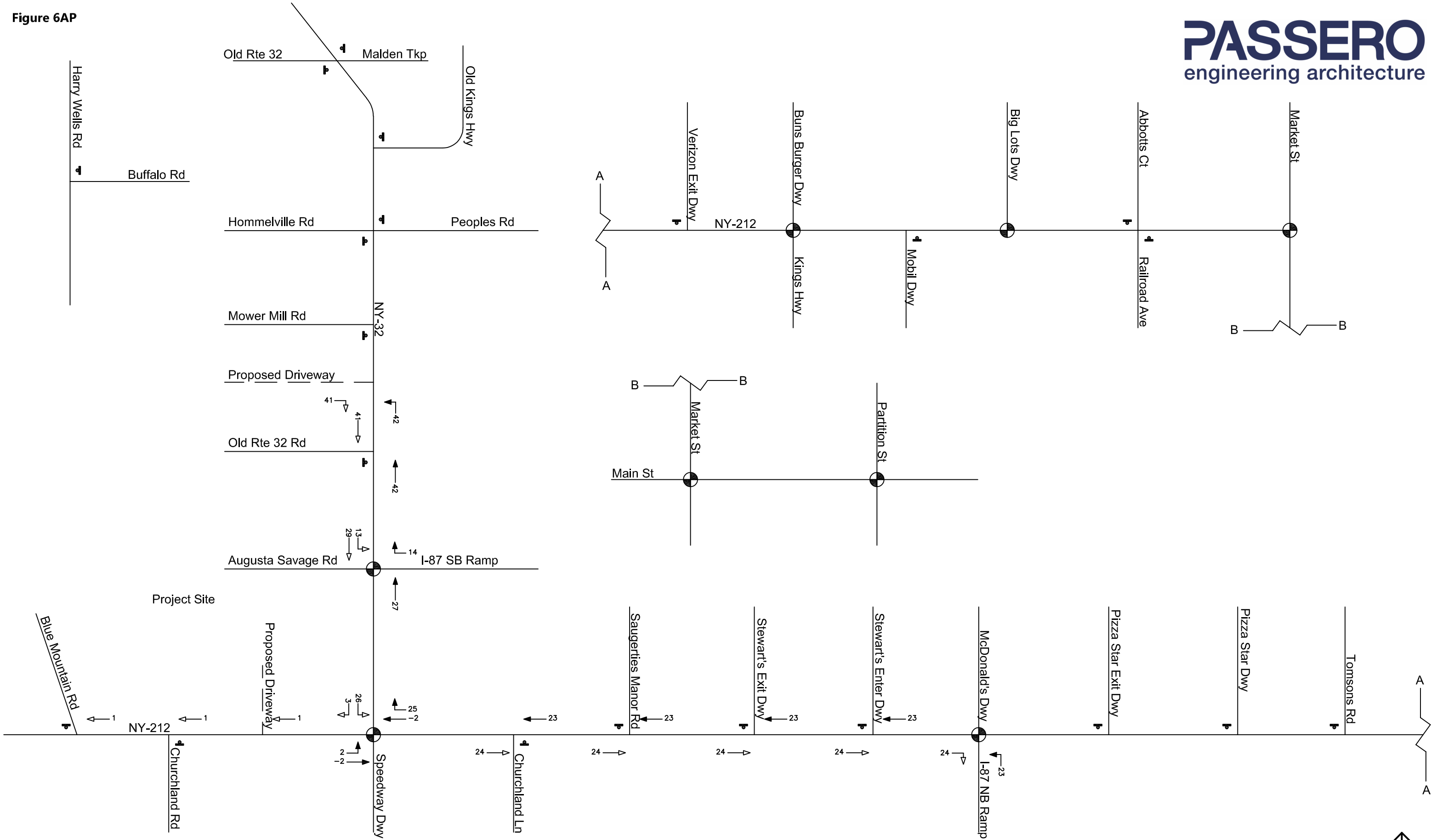
Pass-by Trips - Commercial Northeast Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AP

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

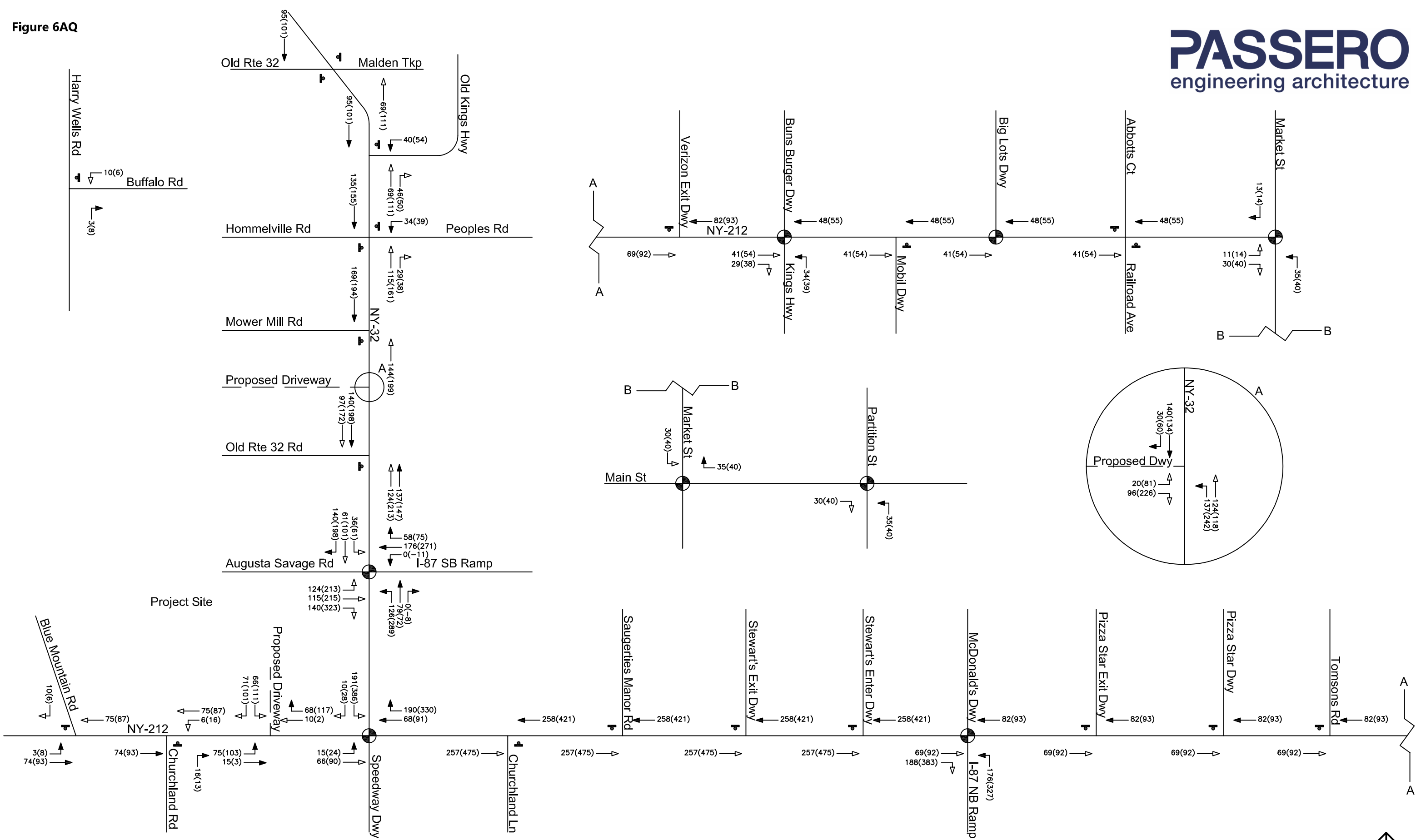
Diverted Trips - Commercial Northeast Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 6AQ

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

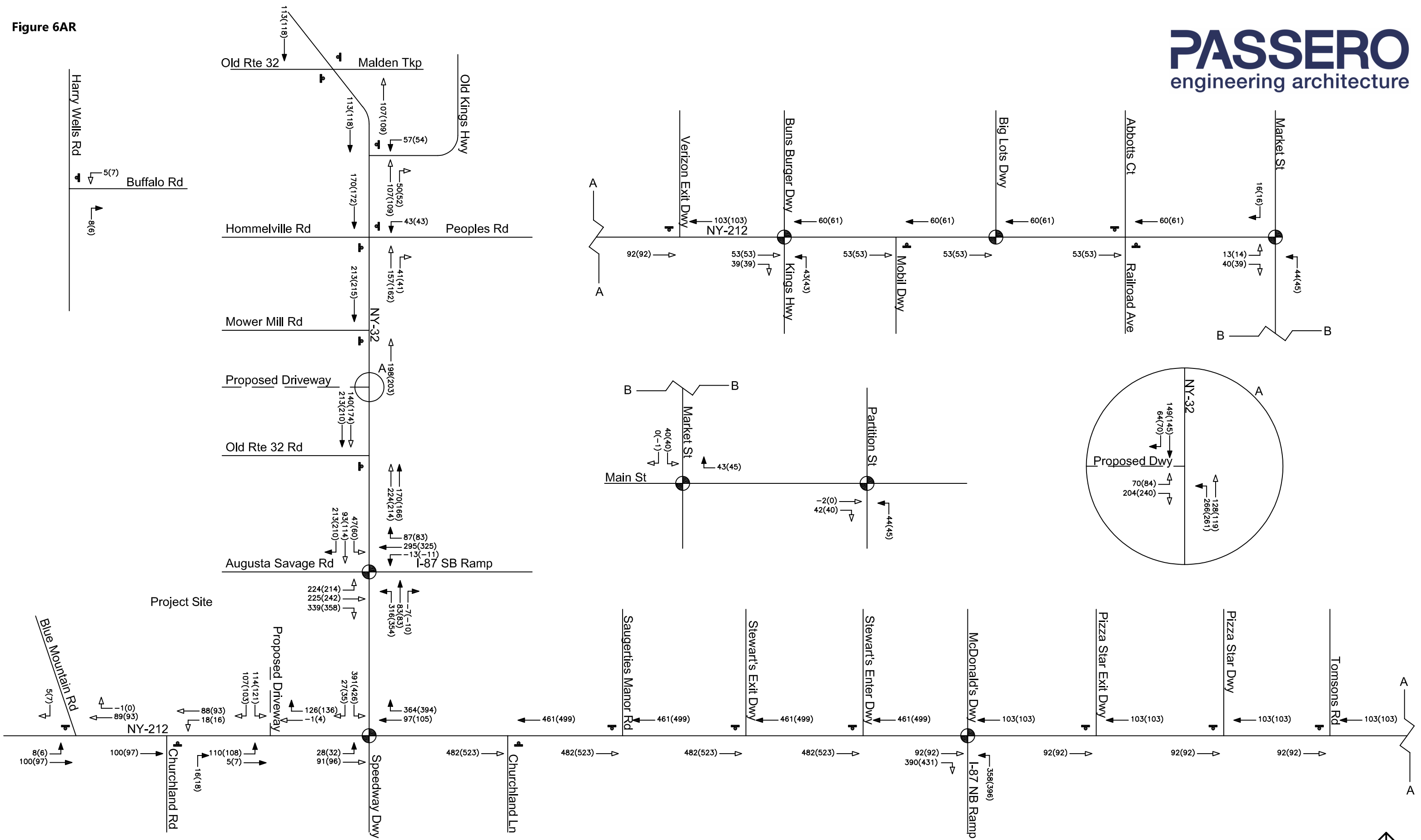
Total Site Generated Trips - Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 6AR

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

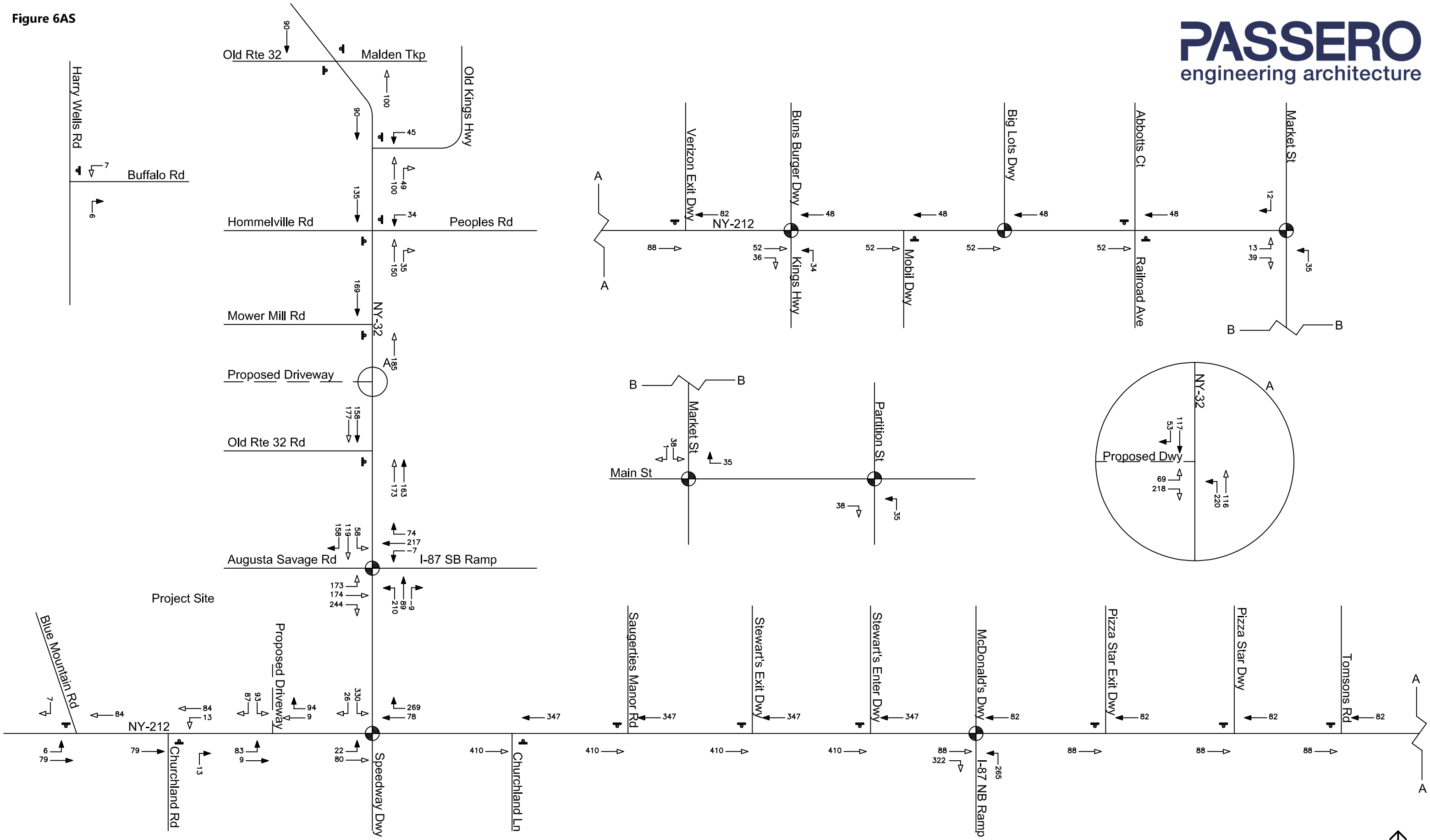
Total Site Generated Trips - Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 6AS

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

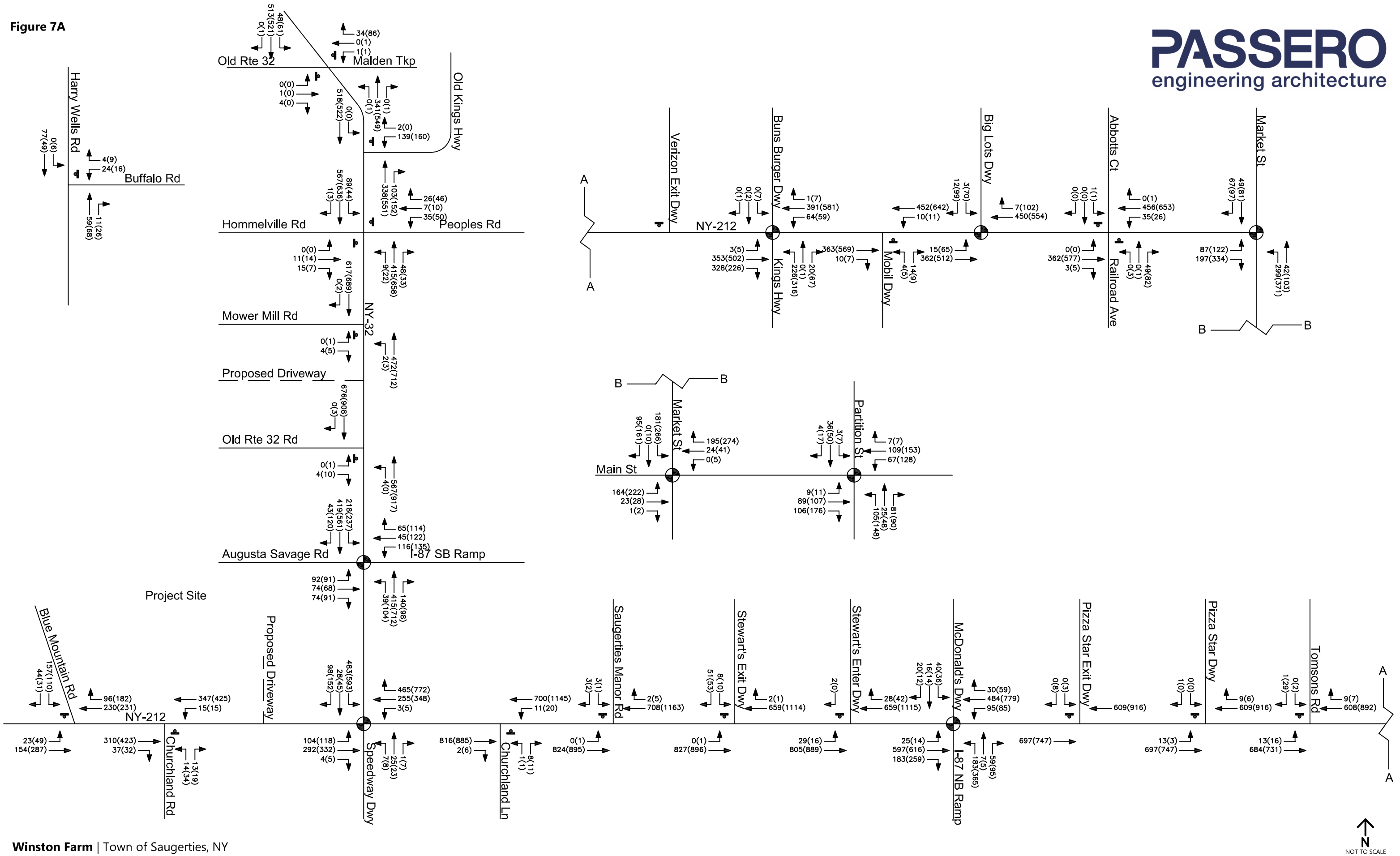
Total Site Generated Trips - Reasonable Worst Case Scenario

KEY:
- Proposed Access
- Entering Trip
- Exiting Trip
- 00 Sunday

Project Number: 20202934.0001

Figure 7A

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

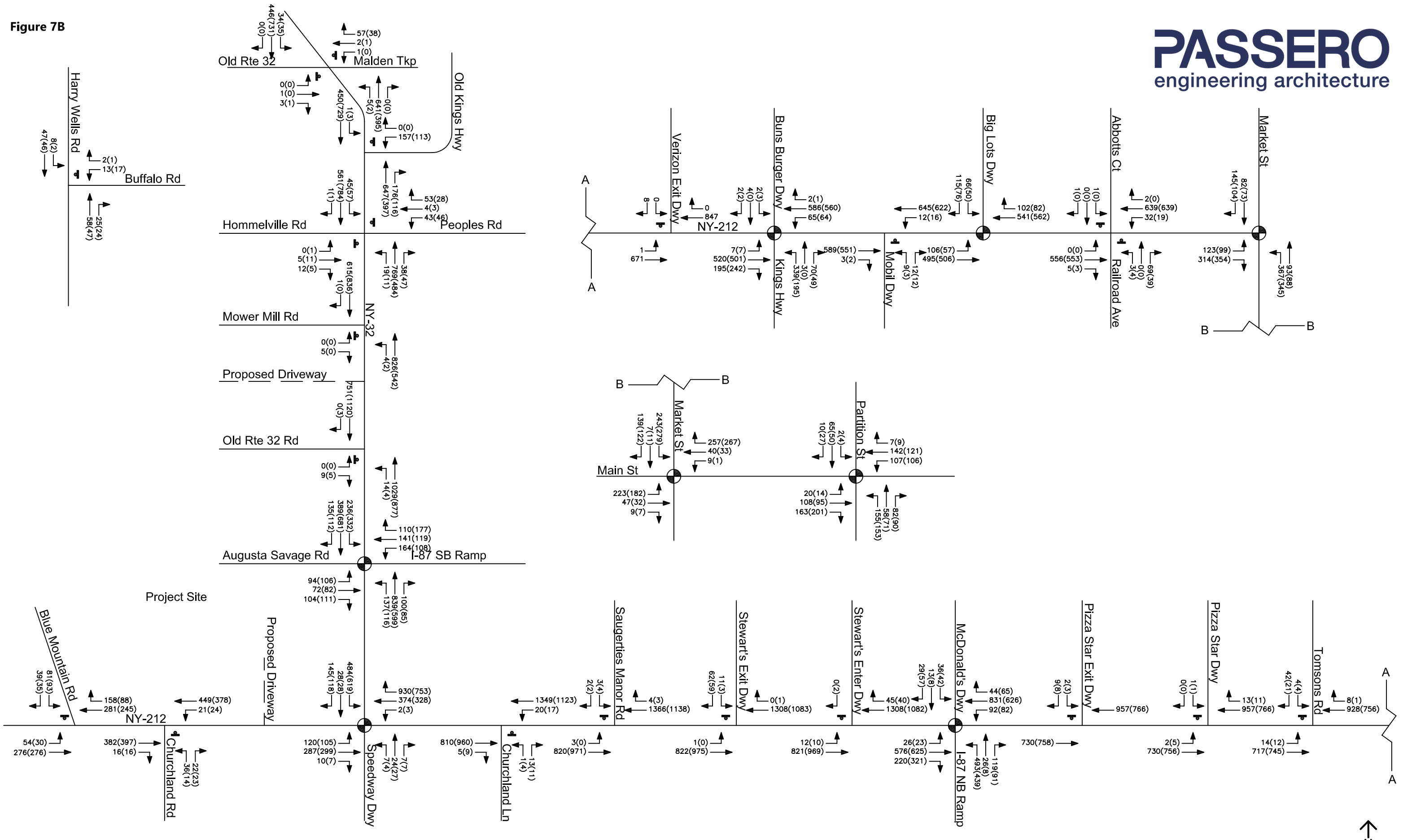
AM and PM Peak Hour Volumes
Full Build Conditions - As-of-Right

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 7B

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

N
NOT TO SCALE

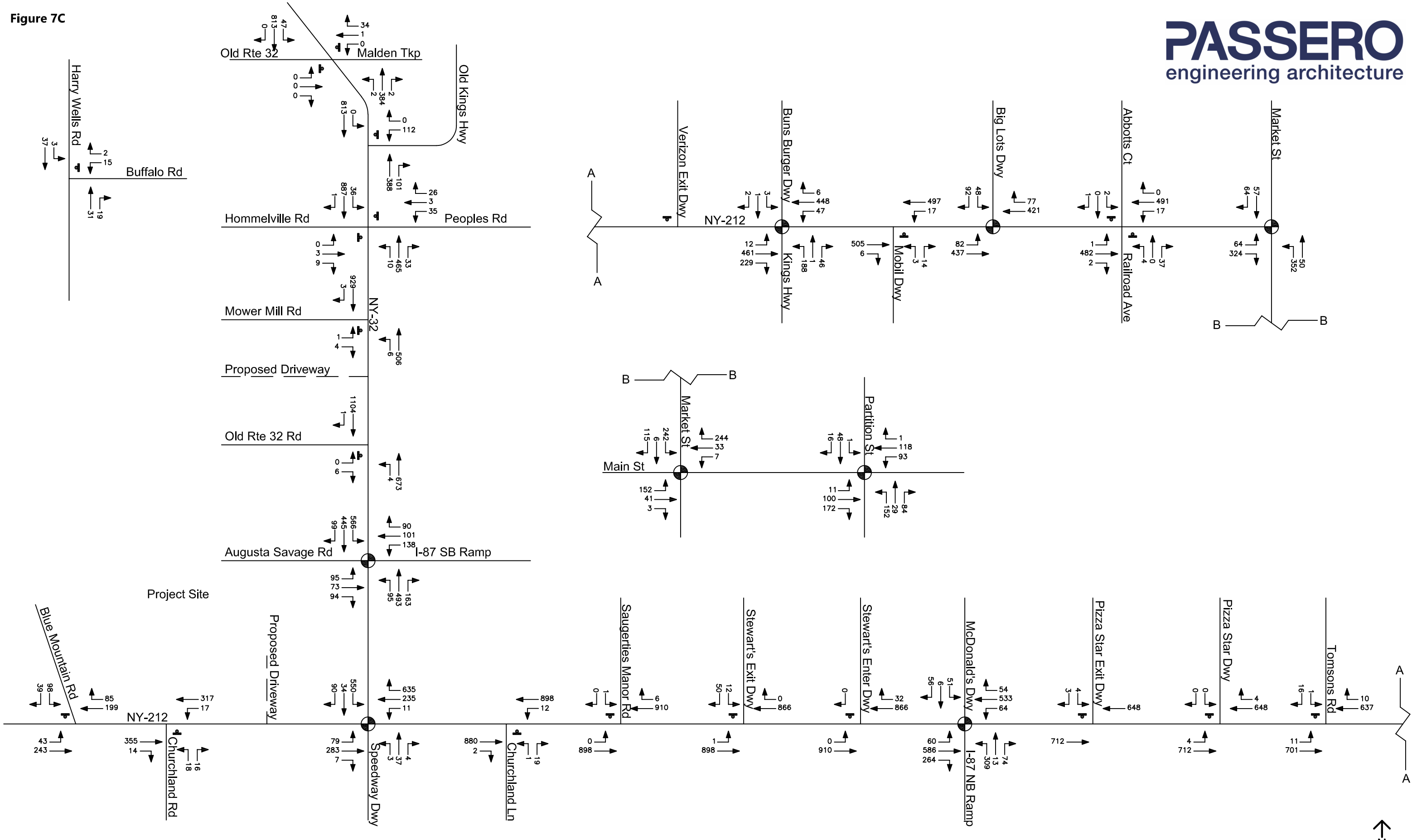
Friday and Saturday Peak Hour Volumes
Full Build Conditions - As-of-Right

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 7C

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

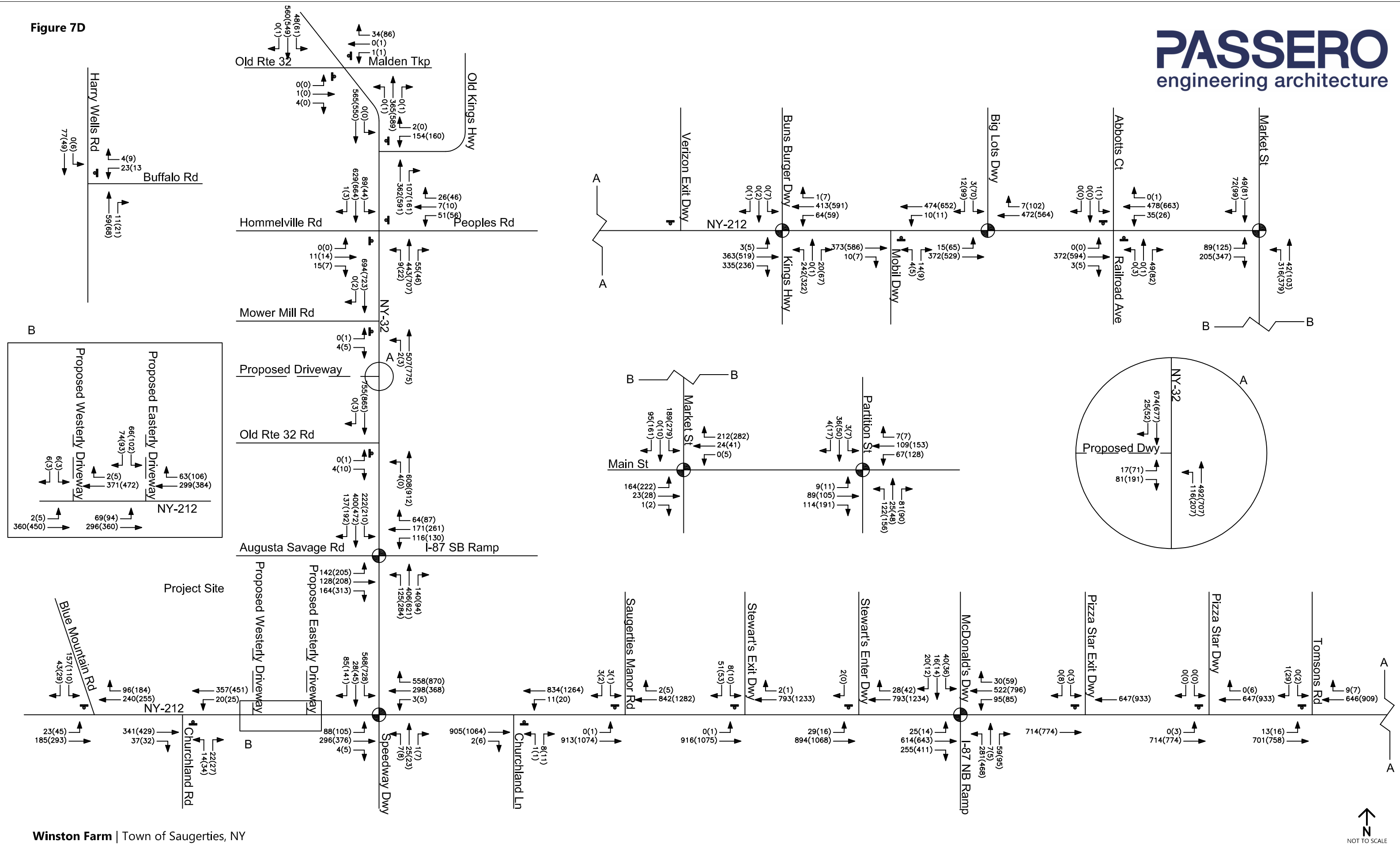
Sunday Peak Hour Volumes
Full Build Conditions - As-of-Right

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Project Number: 20202934.0001

Figure 7D

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

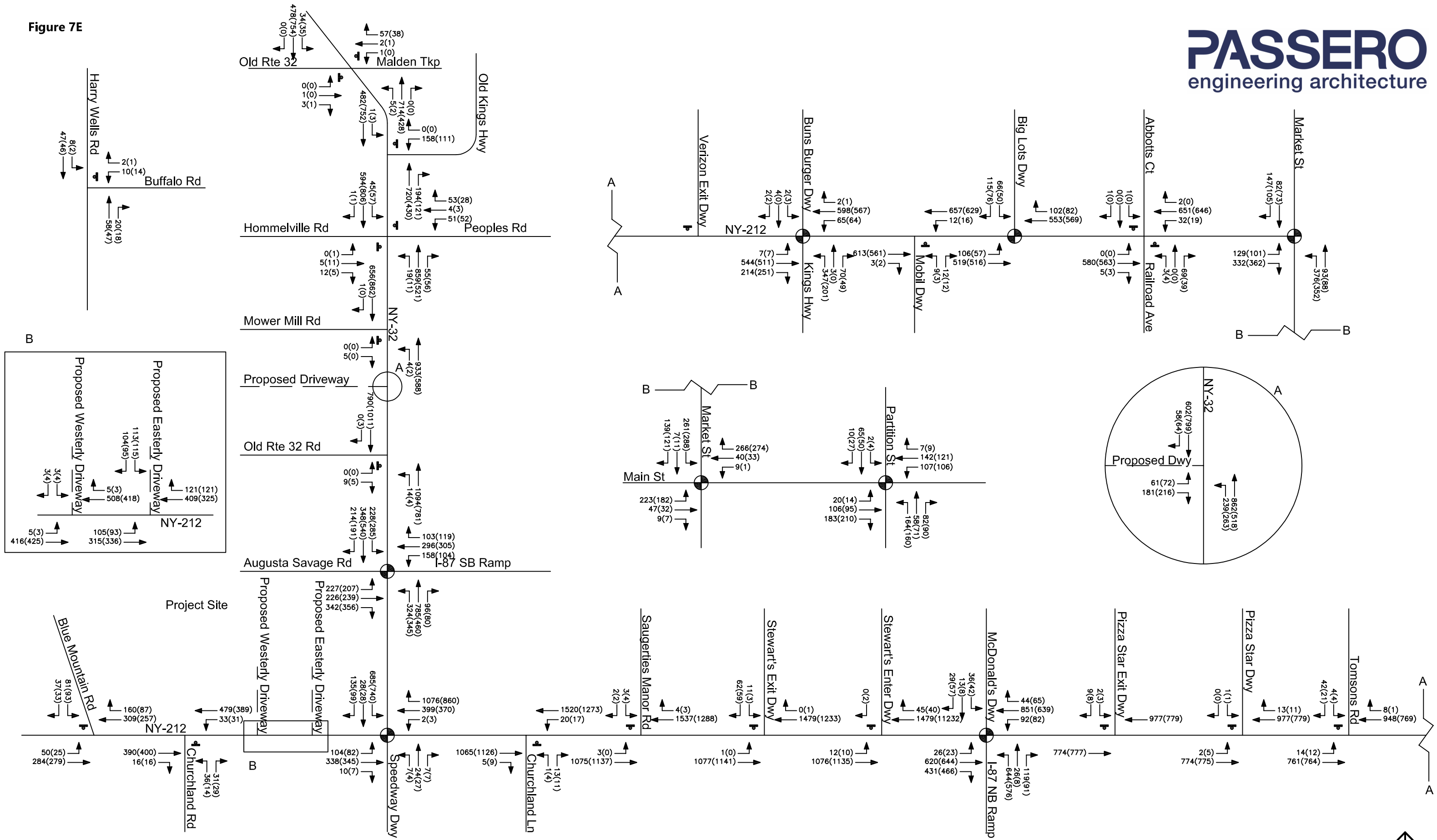
AM and PM Peak Hour Volumes
Full Build Conditions - Sponsor's Preferred

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 7E

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

Friday and Saturday Peak Hour Volumes
Full Build Conditions - Sponsor's Preferred

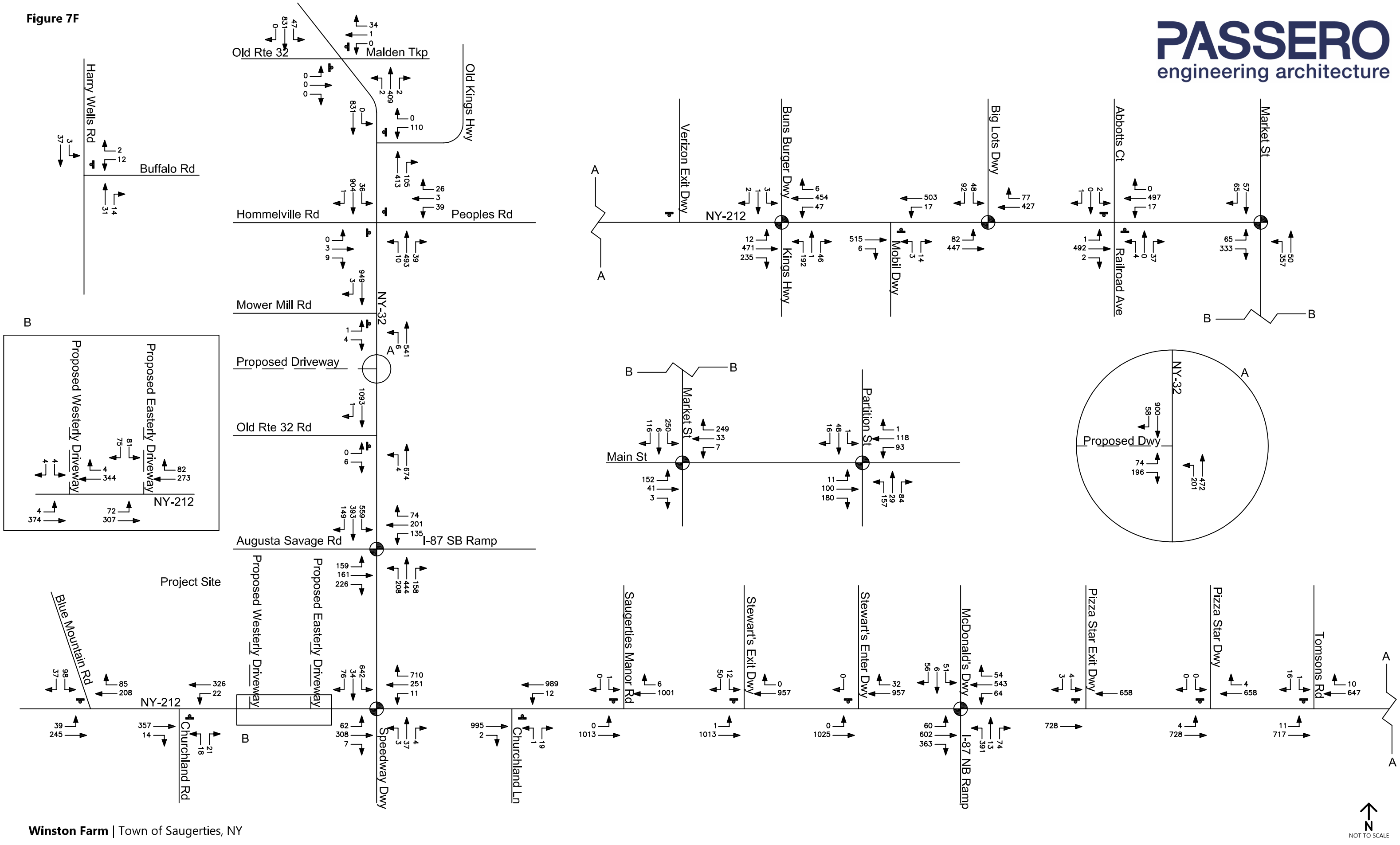
N
NOT TO SCALE

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 7F

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

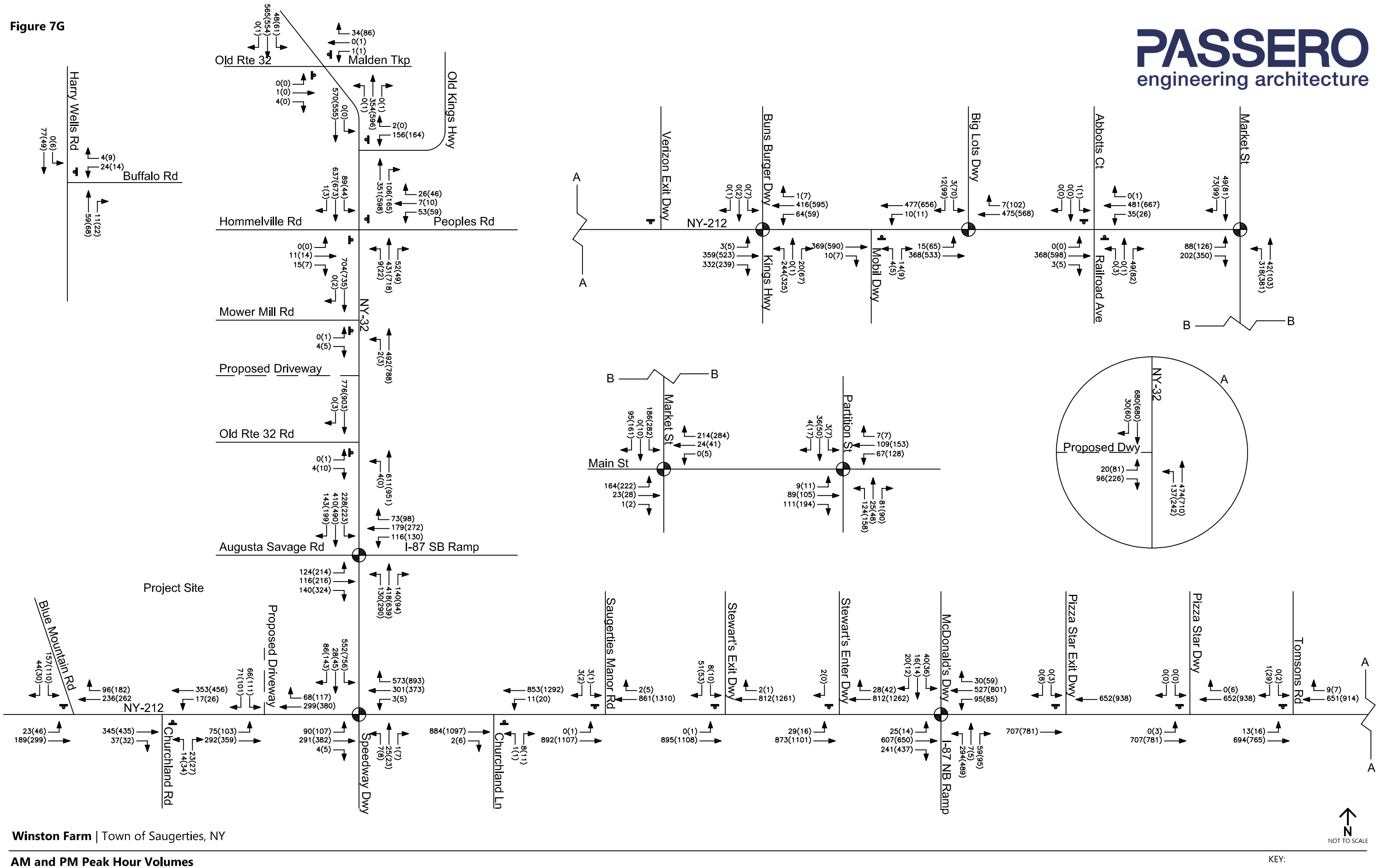
Sunday Peak Hour Volumes
Full Build Conditions - Sponsor's Preferred

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Project Number: 20202934.0001

Figure 7G

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

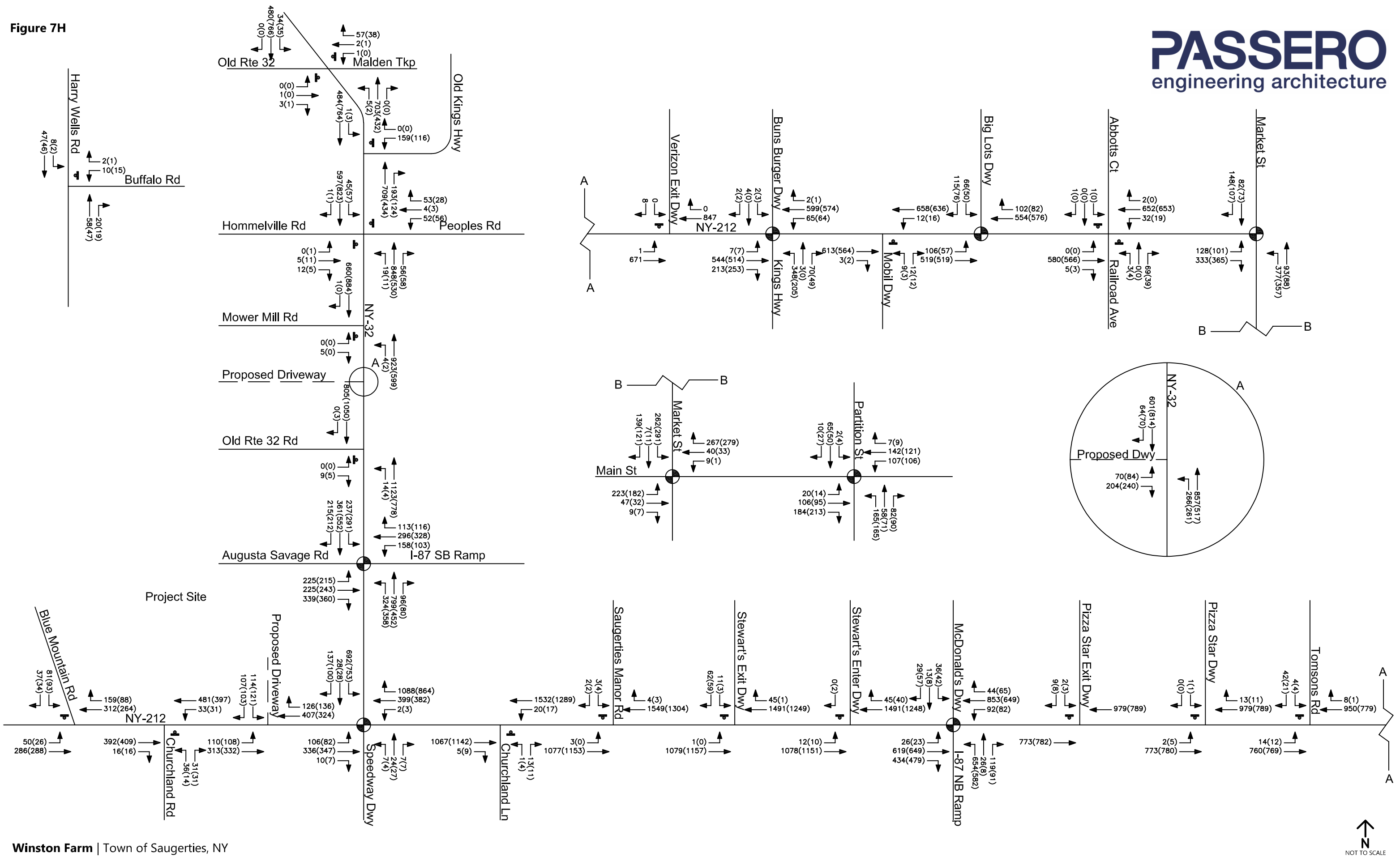
AM and PM Peak Hour Volumes
Full Build Conditions - Reasonable Worst Case Scenario

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) AM(PM)

Project Number: 20202934.0001

Figure 7H

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

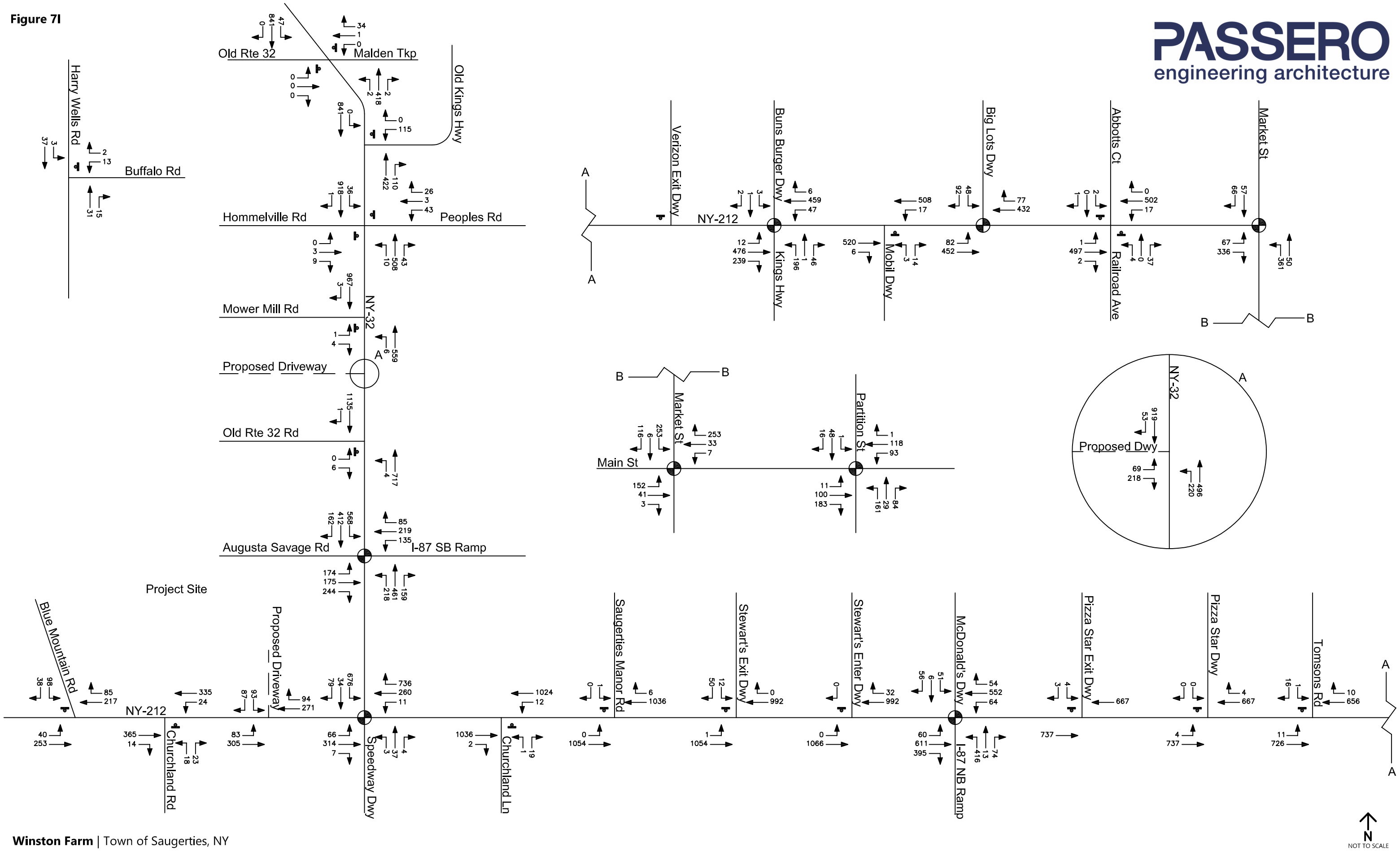
Friday and Saturday Peak Hour Volumes
Full Build Conditions - Reasonable Worst Case Scenario

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 7I

PASSERO engineering architecture



Winston Farm | Town of Saugerties, NY

N
NOT TO SCALE

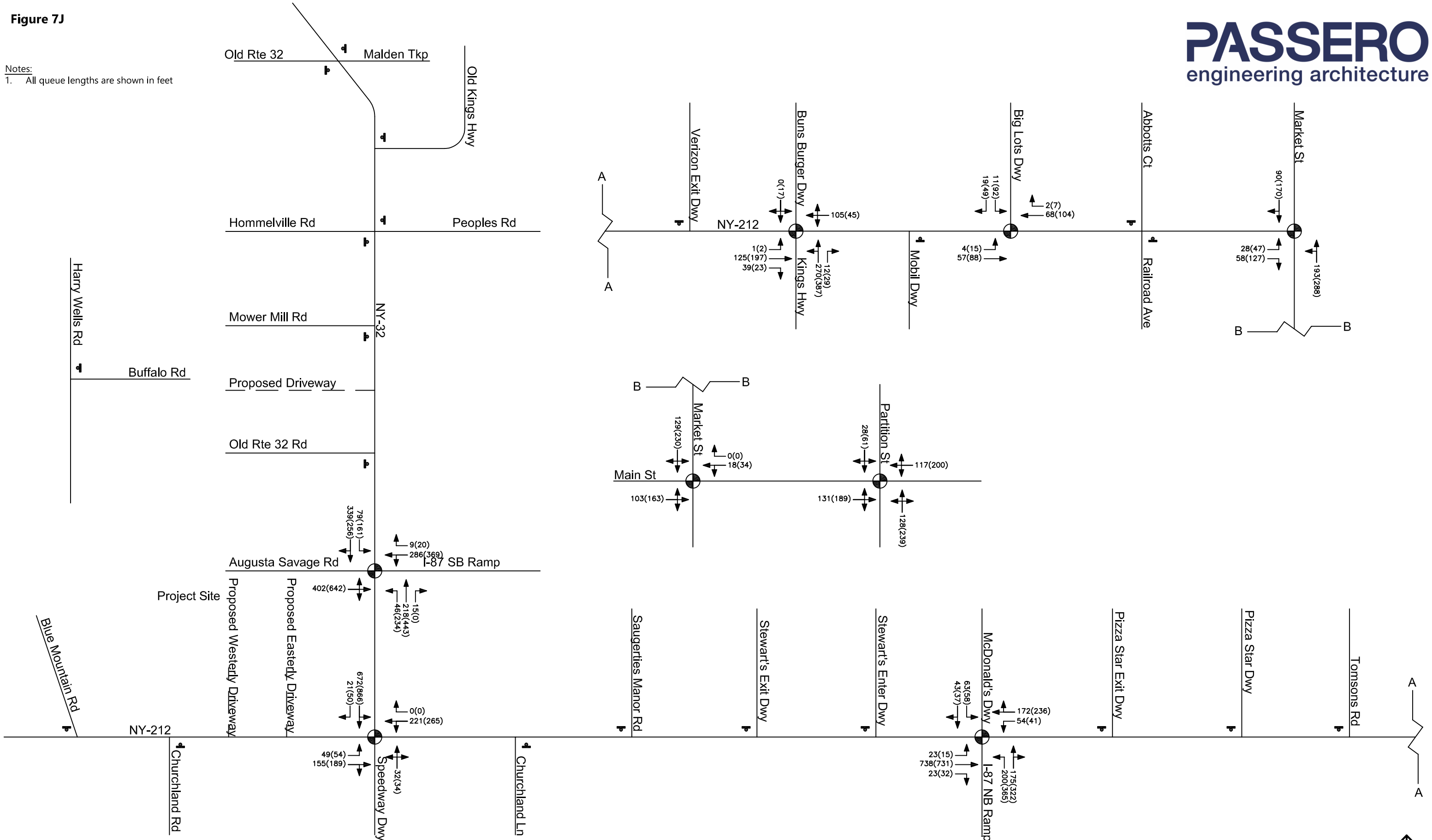
Sunday Peak Hour Volumes
Full Build Conditions - Reasonable Worst Case Scenario

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Project Number: 20202934.0001

Figure 7J

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

AM and PM Peak Hour 95th Percentile Queue Lengths
Full Build Conditions - Sponsor Preferred

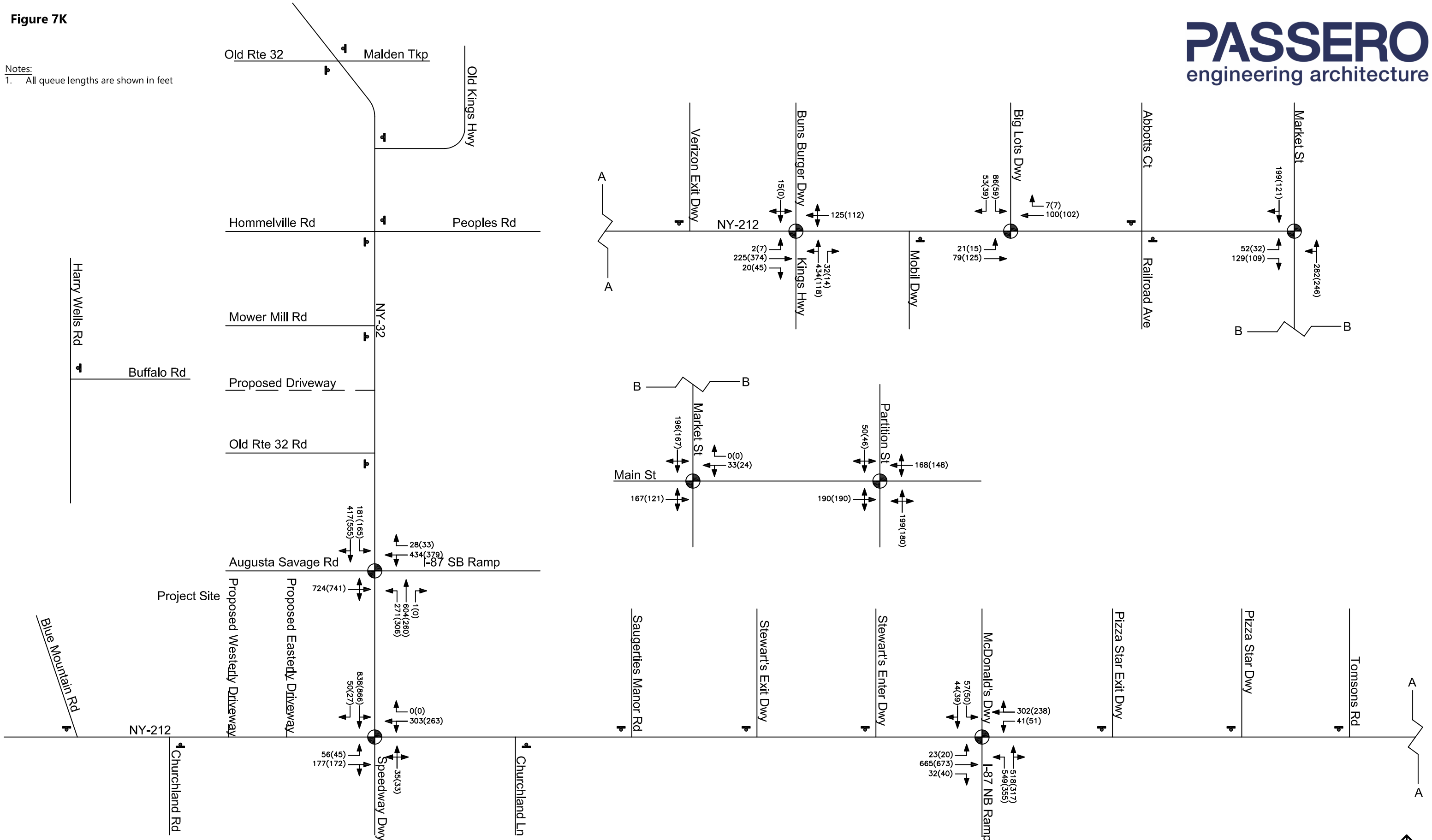
KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) AM(PM)

Project Number: 20202934.0001

Figure 7K

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

NOT TO SCALE

Friday and Saturday Peak Hour 95th Percentile Queue Lengths
Full Build Conditions - Sponsor Preferred

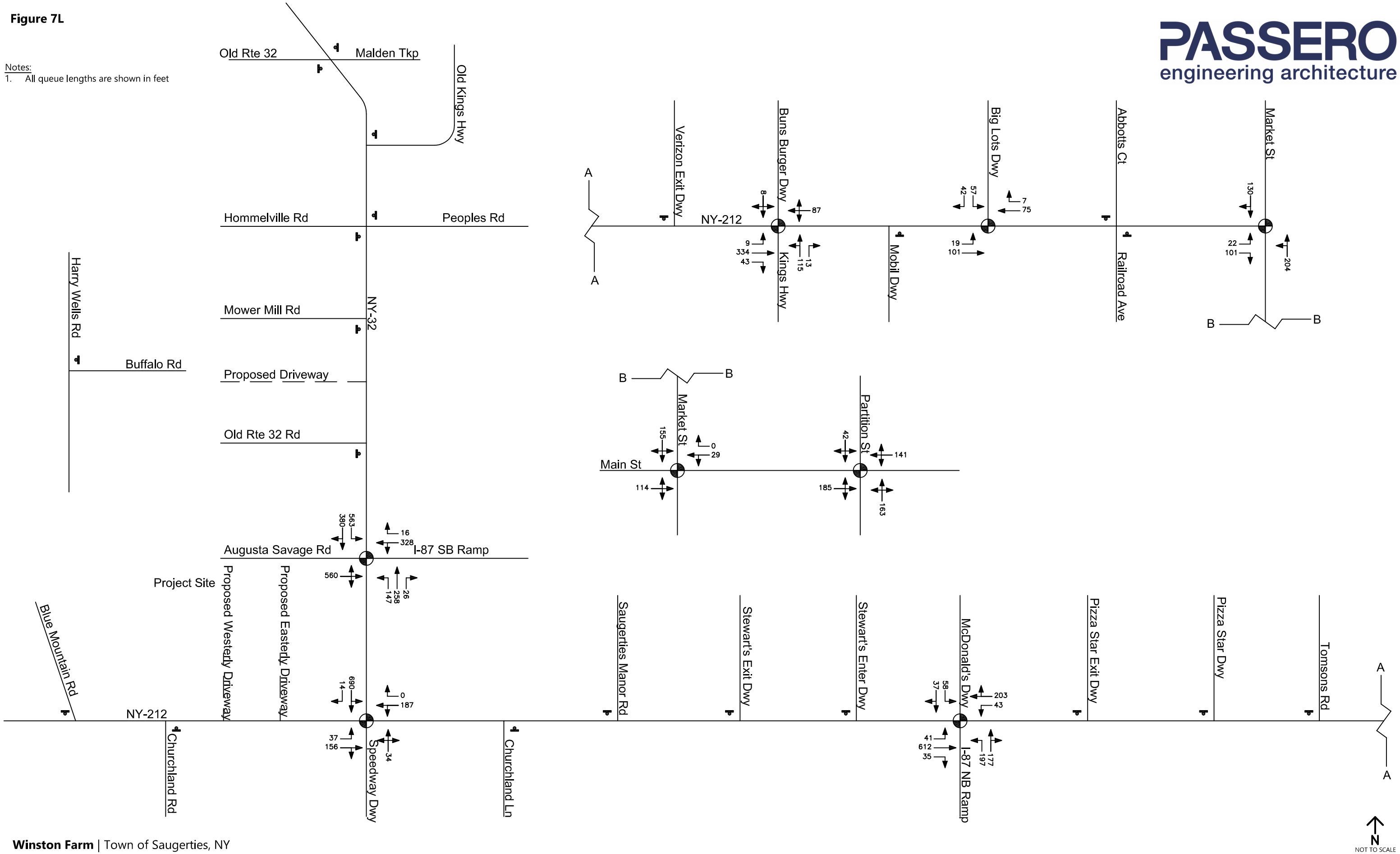
KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 7L

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

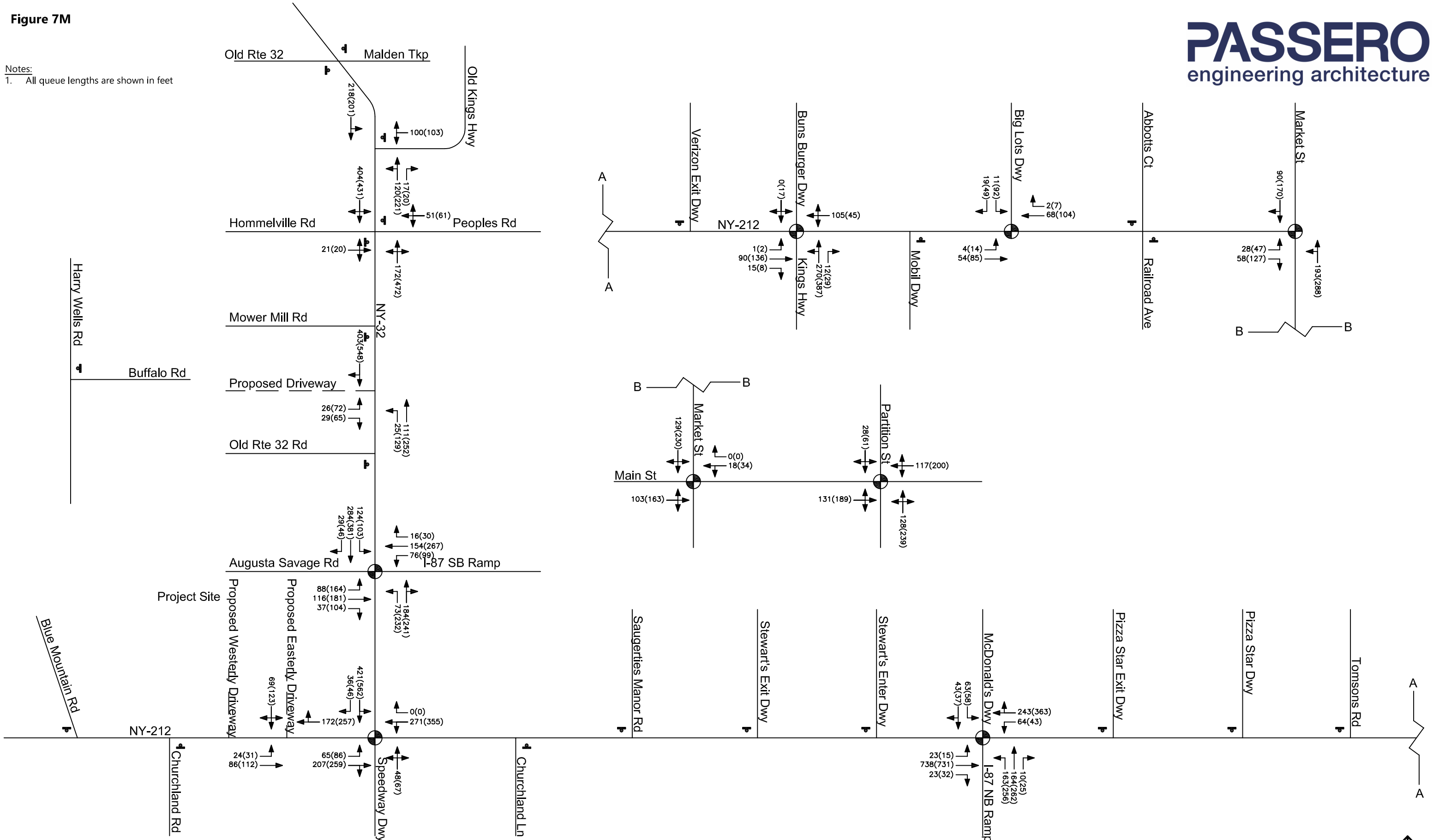
Sunday Peak Hour 95th Percentile Queue Lengths
Full Build Conditions - Sponsor Preferred

Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

Figure 7M

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

AM and PM Peak Hour 95th Percentile Queue Lengths
Full Build Conditions - Sponsor Preferred with Mitigation

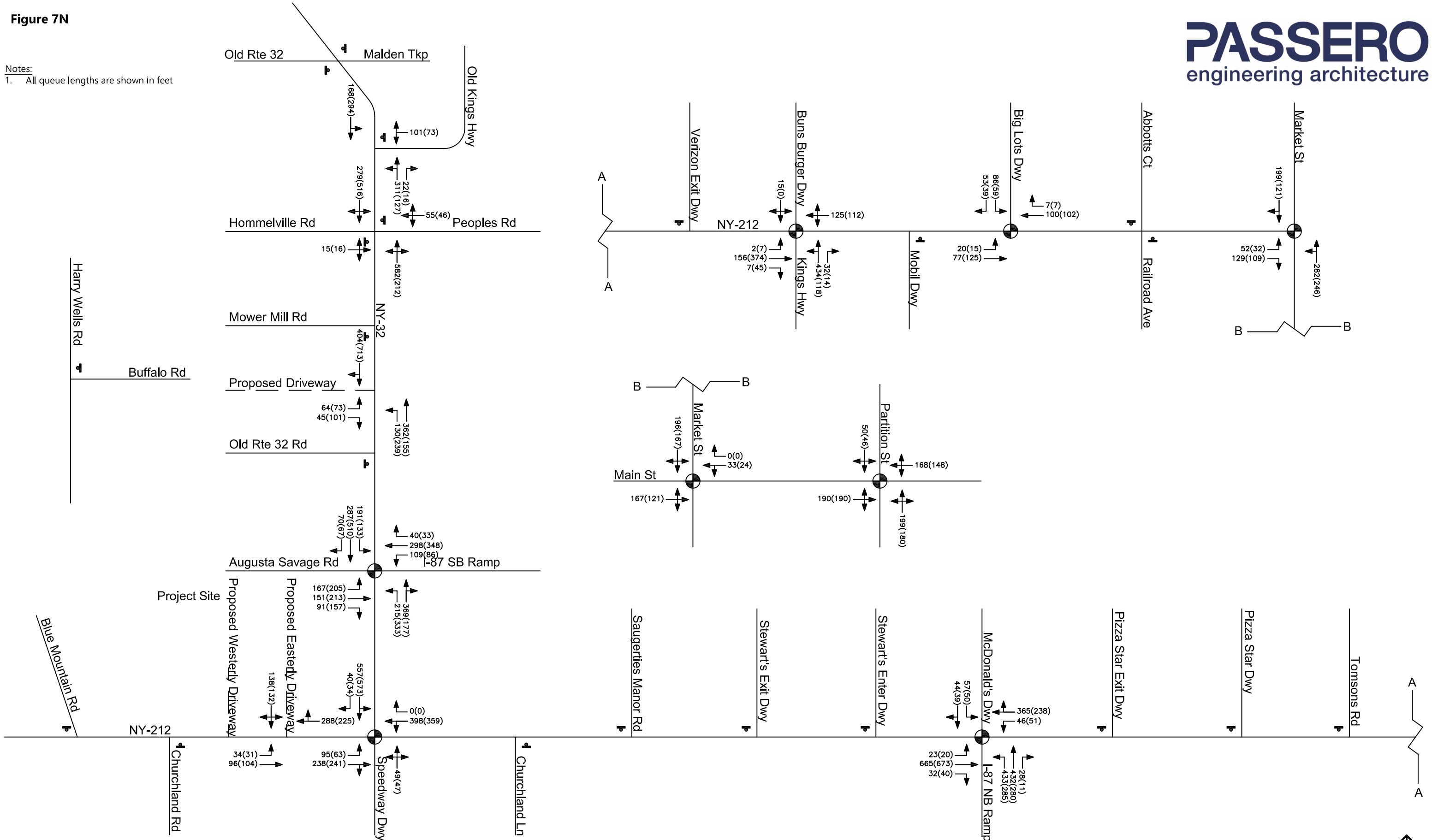
KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) AM(PM)

Project Number: 20202934.0001

Figure 7N

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

Friday and Saturday Peak Hour 95th Percentile Queue Lengths
Full Build Conditions - Sponsor Preferred with Mitigation

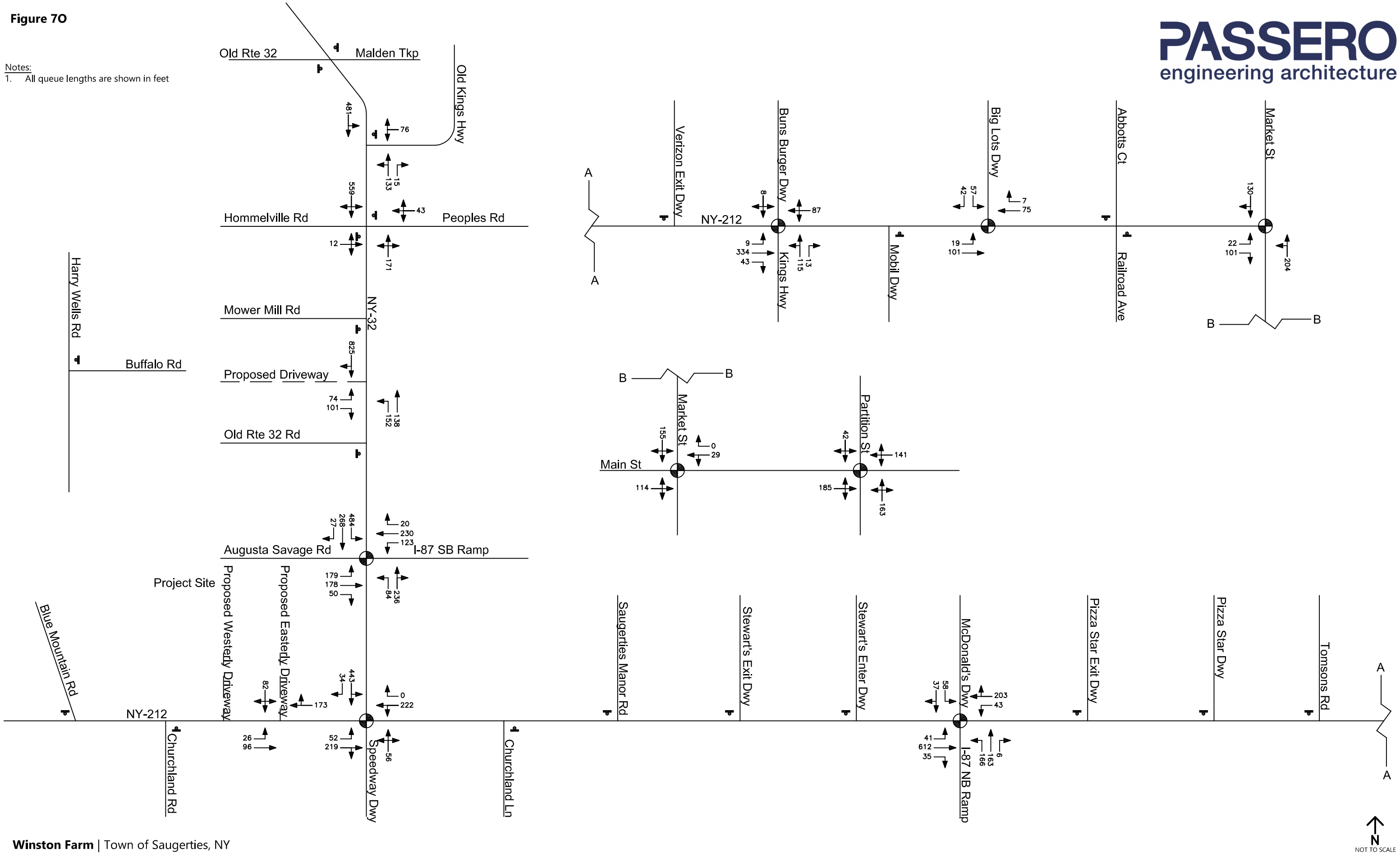
KEY:
- Site Access
- Traffic Signal
- Stop Sign

00(00) Friday(Saturday)

Project Number: 20202934.0001

Figure 7O

Notes:
1. All queue lengths are shown in feet



Winston Farm | Town of Saugerties, NY

Sunday Peak Hour 95th Percentile Queue Lengths
Full Build Conditions - Sponsor Preferred with Mitigation

Project Number: 20202934.0001

KEY:
- Site Access
- Traffic Signal
- Stop Sign
- 00 Sunday

ATTACHMENTS

ATTACHMENT A: SITE PLAN

SITE DATA

1.	**TAX ACCOUNT NUMBER:**	17.15-3-4, 17.15-3-8, 17.16-1-1.110, 17.16-1-36, 17.2-3-10, 17.2-3-15, 17.2-4-32, 17.2-5-38, 17.2-5-39.120, 17.2-5-40, 17.2-5-41
2.	**PARCEL ADDRESS:**	VARIES
	MUNICIPALITY:	TOWN OF SAUGERTIES, NY
	COUNTY:	ULSTER
3.	**TOTAL PARCEL AREA (ACRES):**	840
4.	**EXISTING ZONING:**	MDR, GB, RH
	PROPOSED ZONING:	NO CHANGE
5.	**EXISTING USE:**	FARM
6.	**PROPOSED USE:**	SINGLE FAMILY RESIDENTIAL
7.	**AREA REQUIREMENTS:**	

ZONING DISTRICT: MDR

***NO AREA, BULK, OR DIMENSIONAL REQ'S FOR A CONSERVATION SUBDIVSION**

	REQUIRED	PROPOSED
LOT		
***WIDTH**	125'	80'
***AREA**	1 ACRE	10,000 SF
***COVERAGE**	15% MAX	
SETBACK		
***FRONT**	30'	
***SIDE**	25'	
***REAR**	40'	
BUILDING		
HEIGHT	35'	
DENSITY	1 DU/ACRE	
DENSITY CALCULATION:		
AREA ZONED MDR	804.23	
CONSTRAINED AREA (ACRES):	175.8	
WITH 25% REDUCTION:	131.85	
UNCONSTRAINED AREA (ACRES):	628.43	
WITH 25% REDUCTION:	672.38	
UNITS (CONSERVATION SUBDIV)	672	
+15% - PUBLIC ACCESS INCENTIVE	773	

ZONING DISTRICT: GB

	REQUIRED	PROPOSED
LOT		
WIDTH	200'	200'
AREA	20,000 SF	20,000 SF
COVERAGE	35%	
SETBACK		
FRONT	25'	
SIDE	15'	
REAR	50'	
BUILDING		
HEIGHT	60'	

PARKING

STALLS QTY.	TBD	
STALL SIZE	9'X18'	
DRIVE AISLE WIDTH	NOT SPEC'D	
NOTES:	RESTAURANT/BAR: 1/300 GSF HOTEL: 1/ROOM + 1/3 EMPLOYEES INDUSTRIAL: 1/400 GSF MEDICAL OFFICES: 4/DOCT + 1/EMPLOYEE OFFICE: 1/250 GSF ONE FAMILY: 2/DETACHED DU MULTIFAMILY: 1.5/DU	

		NO	YES
8.	**STATE REGULATED WETLANDS (NYSDEC ERM):**		X
9.	**FEDERALLY REGULATED WETLANDS (USFWS NWI):**		X
10.	**FLOOD PLAIN (FEMA NFHL):** **FIRM PANEL: 36111C0305E** **DATED: 09/24/2009**		X

PROGRAM SUMMARY

+/- 419 ACRES SINGLE-FAMILY MDR (773 LOTS)
+/- 26 ACRES GENERAL BUSINESS
+/- 389 ACRES CONSERVATION AREA



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WINSTON FARM

AS OF RIGHT PLAN

20202934.0001
DECEMBER, 2023
SAUGERTIES, NY

01

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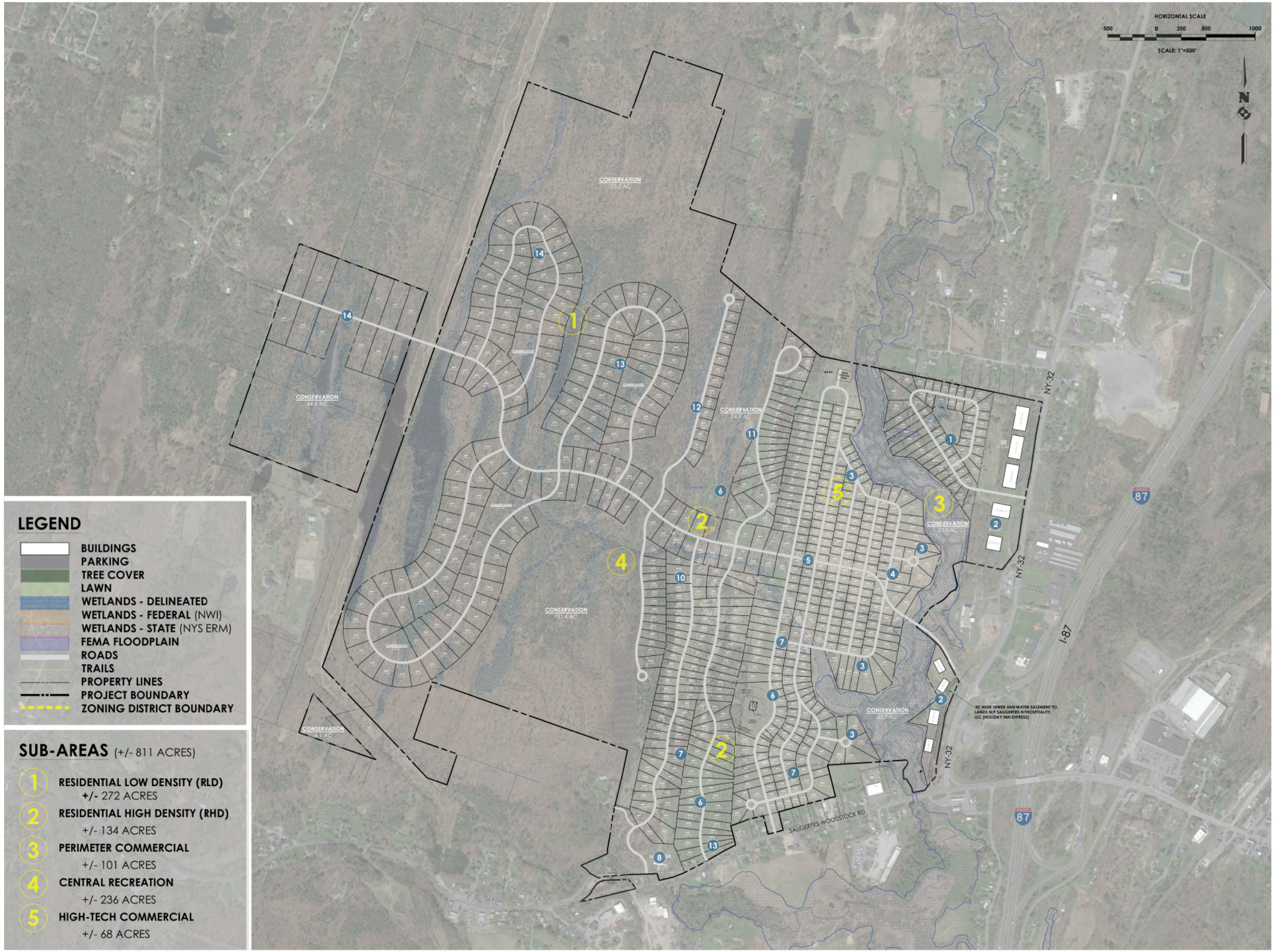
SITE DATA

1. **TAX ACCOUNT NUMBERS:**
   17.15-3-4 17.15-3-8 17.16-1-1.110
   17.16-1-36 17.2-3-10 17.2-3-15 17.2-4-32
   17.2-5-38 17.2-5-39.120 17.2-5-40
   17.2-5-41
2. **PARCEL ADDRESS:** VARIES
3. **TOTAL PARCEL AREA:** +/- 840 ACRES
4. **EXISTING ZONING:** MDR - MODERATE DENSITY RESIDENTIAL, RH - RESIDENTIAL HAMLET, COMMERCIAL
5. **EXISTING USE:** GREENFIELD
6. **PROPOSED USE:** SEE BELOW
7. **FEDERALLY REGULATED WETLANDS:** YES, SEE DRAWING (PER USACOE FEDERAL WETLAND INVENTORY)
8. **STATE REGULATED WETLANDS:** YES, SEE DRAWING (PER NYSDEC WETLAND INVENTORY)
9. **FLOOD PLAIN:** YES, SEE DRAWING (PER FIRM MAP COMMUNITY PANEL NO. 36111C0305E DATED 09/24/2009)
10. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY

KEY MAP LEGEND

1. **HOTEL & INDOOR WATERPARK**
2. **COMMERCIAL**
3. **STORM WATER MANAGEMENT**
4. **AUDITORIUM & EVENT CENTER** (+/- 2,500 SEATS)
5. **TECH & BUSINESS PARK**
6. **PUBLIC PARK**
7. **MULTI-FAMILY HOUSING** (MARKET RATE, SENIOR, WORKFORCE)
8. **REHABILITATED SNYDER FARM HOUSE + BARN**
9. **VILLAGE - HIGH DENSITY SINGLE FAMILY**
10. **BOUTIQUE HOTEL + OPEN SPACE**
11. **CAMPGROUNDS (MIXED-USE)**
12. **CABINS**
13. **SINGLE FAMILY LOTS**
14. **ESTATE LOTS**



LEGEND

- BUILDINGS
- PARKING
- TREE COVER
- LAWN
- WETLANDS - DELINEATED
- WETLANDS - FEDERAL (NWI)
- WETLANDS - STATE (NYS ERM)
- FEMA FLOODPLAIN
- ROADS
- TRAILS
- PROPERTY LINES
- PROJECT BOUNDARY
- ZONING DISTRICT BOUNDARY

SUB-AREAS (+/- 811 ACRES)

1. **RESIDENTIAL LOW DENSITY (RLD)**
   +/- 272 ACRES
2. **RESIDENTIAL HIGH DENSITY (RHD)**
   +/- 134 ACRES
3. **PERIMETER COMMERCIAL**
   +/- 101 ACRES
4. **CENTRAL RECREATION**
   +/- 236 ACRES
5. **HIGH-TECH COMMERCIAL**
   +/- 68 ACRES

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WINSTON FARM

DEVELOPMENT CONCEPT PLAN

20202934.0001
DECEMBER, 2023
SAUGERTIES, NY

C3

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SITE DATA

1. **TAX ACCOUNT NUMBERS:**
   17.15-3-4 17.15-3-8 17.16-1-1.110
   17.16-1-36 17.2-3-10 17.2-3-15 17.2-4-32
   17.2-5-38 17.2-5-39.120 17.2-5-40
   17.2-5-41
2. **PARCEL ADDRESS:** VARIES (119 AUGUSTA SAVAGE RD)
3. **TOTAL PARCEL AREA:** +/- 840 ACRES
4. **EXISTING ZONING:** MDR - MODERATE DENSITY RESIDENTIAL, GB - GENERAL BUSINESS, RH - RESIDENTIAL HAMLET
5. **EXISTING USE:** FARM
6. **PROPOSED USE:** MIX OF USES
7. **FEDERALLY REGULATED WETLANDS:** YES (NWI)
8. **STATE REGULATED WETLANDS:** YES (NYSDEC ERM)
9. **FLOOD PLAIN:** YES (FIRM PANEL 36111C0305E, DATED 09/24/2009)
10. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY

LEGEND

1. **HOTEL & INDOOR WATERPARK**
2. **COMMERCIAL**
3. **STORM WATER MANAGEMENT**
4. **AUDITORIUM & EVENT CENTER** (+/- 2,500 SEATS)
5. **TECH & BUSINESS PARK**
6. **PUBLIC PARK**
7. **MULTI-FAMILY HOUSING** (MARKET RATE, SENIOR, WORKFORCE)
8. **REHABILITATED SNYDER FARM HOUSE + BARN**
9. **VILLAGE - HIGH DENSITY SINGLE FAMILY**
10. **BOUTIQUE HOTEL + OPEN SPACE**
11. **CAMPGROUNDS (MIXED-USE)**
12. **CABINS**
13. **SINGLE FAMILY LOTS**
14. **ESTATE LOTS**

- BUILDING
- PARKING
- TREE COVER
- LAWN
- WETLANDS - DELINEATED
- FEMA FLOODPLAIN
- ROADS
- TRAILS
- PROPERTY LINES
- PROJECT BOUNDARY
- ZONING SUB-AREA BOUNDARY



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WINSTON FARM

SPONSOR'S PREFERRED PLAN

20202934.0001
DECEMBER, 2023
SAUGERTIES, NY

3A

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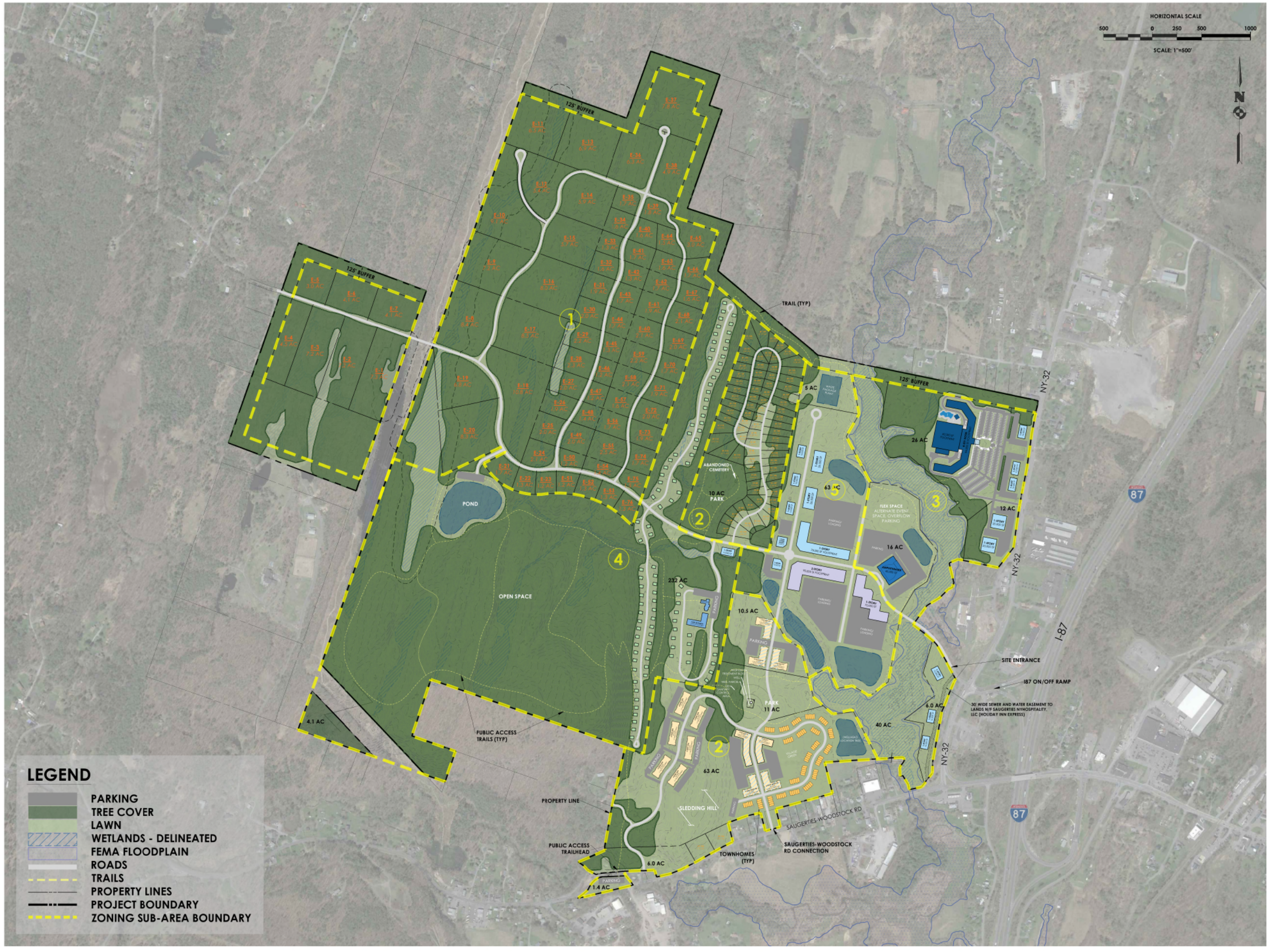
BUILDING TYPE LEGEND

	RESIDENTIAL - ESTATE LOTS
	76 LOTS
	RESIDENTIAL - SINGLE FAMILY
	78 LOTS
	RESIDENTIAL - TOWNHOUSES
	110 UNITS
	RESIDENTIAL - 4-STORY APTS
	650 UNITS
	CAMPING - CABINS
	100 CABINS
	CAMPING - RV SITES
	N/A
	COMMERCIAL/RETAIL - 1ST FLR ONLY
	132,800 SF
	COMMERCIAL/RETAIL
	287,000 SF
	COMMERCIAL - BOUTIQUE HOTEL
	150 KEYS | 26,000 SF FOOTPRINT
	COMMERCIAL - AMPHITHEATER
	5,000-PERSON CAPACITY | 45,000 SF FOOTPRINT
	COMMERCIAL - CONFERENCE CENTER
	250 KEYS | 176,000 SF FOOTPRINT
	TECH INDUSTRIAL
	250,000 SF | 160,000 SF FOOTPRINT

SUB-AREAS (+/- 810 ACRES)

1. **RESIDENTIAL LOW DENSITY (RLD)**
   +/- 271 ACRES
2. **RESIDENTIAL HIGH DENSITY (RHD)**
   +/- 135 ACRES
3. **PERIMETER COMMERCIAL**
   +/- 100 ACRES
4. **CENTRAL RECREATION**
   +/- 236 ACRES
5. **HIGH-TECH COMMERCIAL**
   +/- 68 ACRES



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WINSTON FARM

SPONSOR'S PREFERRED PLAN

20202934.0001
DECEMBER, 2023
SAUGERTIES, NY

3B

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SITE DATA

1. **TAX ACCOUNT NUMBERS:**
   17.15-3-4 17.15-3-8 17.16-1-1.110
   17.16-1-36 17.2-3-10 17.2-3-15 17.2-4-32
   17.2-5-38 17.2-5-39.120 17.2-5-40
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5. **EXISTING USE:** FARM
6. **PROPOSED USE:** MIX OF USES
7. **FEDERALLY REGULATED WETLANDS:** YES (NWI)
8. **STATE REGULATED WETLANDS:** YES (NYSDEC ERM)
9. **FLOOD PLAIN:** YES (FIRM PANEL 36111C0305E, DATED 09/24/2009)
10. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY

LEGEND

1. **HOTEL & INDOOR WATERPARK**
2. **COMMERCIAL**
3. **STORM WATER MANAGEMENT**
4. **AUDITORIUM** (+/- 2,500 SEATS) **AND EVENT CENTER**
5. **TECH & BUSINESS PARK**
6. **PUBLIC PARK + RESIDENTIAL**
7. **MULTI-FAMILY HOUSING** (MARKET RATE, SENIOR, WORKFORCE)
8. **REHABILITATED SNYDER FARM HOUSE + BARN**
9. **VILLAGE - HIGH DENSITY SINGLE FAMILY**
10. **BOUTIQUE HOTEL + OPEN SPACE**
11. **CAMPGROUNDS (MIXED-USE)**
12. **CABINS**
13. **SINGLE FAMILY LOTS**
14. **ESTATE LOTS**

- **BUILDINGS**
- **PARKING**
- **TREE COVER**
- **LAWN**
- **WETLANDS - DELINEATED**
- **FEMA FLOODPLAIN**
- **ROADS**
- **TRAILS**
- **PROPERTY LINES**
- **PROJECT BOUNDARY**
- **ZONING DISTRICT BOUNDARY**



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WINSTON FARM

REASONABLE WORST CASE PLAN

20202934.0001
DECEMBER, 2023
SAUGERTIES, NY

2A

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BUILDING TYPE LEGEND

	RESIDENTIAL - ESTATE LOTS
	76 LOTS
	RESIDENTIAL - SINGLE FAMILY
	57 LOTS
	RESIDENTIAL - TOWNHOUSES
	115 UNITS
	RESIDENTIAL - APARTMENTS
	800 UNITS
	CAMPING - CABINS
	100 CABINS
	CAMPING - RV SITES
	57 SITES
	COMMERCIAL/RETAIL - 1ST FLR ONLY
	N/A
	COMMERCIAL/RETAIL
	425,000 GSF | 225,00 SF FOOTPRINT
	COMMERCIAL - BOUTIQUE HOTEL
	150 KEYS | 23,000 SF FOOTPRINT
	COMMERCIAL - AMPHITHEATER
	5,000-PERSON CAPACITY | 45,000 SF
	COMMERCIAL - CONFERENCE CENTER
	300 KEYS | 176,000 SF FOOTPRINT
	TECH INDUSTRIAL - 1 STORY
	375,000 SF

SUB-AREAS (+/- 810 ACRES)

1. **RESIDENTIAL LOW DENSITY (RLD)**
   +/- 271 ACRES
2. **RESIDENTIAL HIGH DENSITY (RHD)**
   +/- 88 ACRES
3. **PERIMETER COMMERCIAL**
   +/- 123 ACRES
4. **CENTRAL RECREATION**
   +/- 280 ACRES
5. **HIGH-TECH COMMERCIAL**
   +/- 47 ACRES



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WINSTON FARM

REASONABLE WORST CASE PLAN

20202934.0001
DECEMBER, 2023
SAUGERTIES, NY

2B

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ATTACHMENT B: EXISTING TRAFFIC DATA

National Data & Surveying Services Intersection Turning Movement Count

Location: Blue Mountain Rd & NYS Route 212
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 22-380048-008
Date: 12/6/2022

Data - Total

NS/EW Streets:	Blue Mountain Rd				Blue Mountain Rd				NYS Route 212				NYS Route 212				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	34	0	7	0	2	30	0	0	0	19	8	0	101
7:15 AM	0	0	0	0	40	0	5	0	3	38	0	0	0	28	5	0	119
7:30 AM	0	0	0	0	31	0	5	0	2	36	0	0	0	36	11	0	121
7:45 AM	0	1	1	0	36	1	9	0	4	25	0	0	1	46	27	0	151
8:00 AM	0	0	0	0	37	0	13	0	3	17	0	0	0	24	18	1	113
8:15 AM	1	0	1	0	40	0	4	0	9	26	0	0	0	36	32	0	149
8:30 AM	0	0	0	0	40	0	12	0	5	26	0	0	0	24	22	0	129
8:45 AM	0	0	1	0	39	0	8	0	5	33	0	0	2	36	13	0	137
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	3	0	297	1	63	0	33	231	0	0	3	249	136	1	1020
APPROACH %'s :	33.33%	16.67%	50.00%	0.00%	82.27%	0.28%	17.45%	0.00%	12.50%	87.50%	0.00%	0.00%	0.77%	64.01%	34.96%	0.26%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	1	2	0	144	1	31	0	18	104	0	0	1	142	88	1	534
PEAK HR FACTOR :	0.250	0.250	0.500	0.000	0.900	0.250	0.596	0.000	0.500	1.000	0.000	0.000	0.250	0.772	0.688	0.250	0.884
	0.500				0.846				0.871				0.784				
HV%	0%	0%	0%	#DIV/0!	4%	0%	16%	#DIV/0!	22%	13%	#DIV/0!	#DIV/0!	0%	11%	16%	0%	0.109

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	21	0	5	0	4	42	0	0	0	29	20	0	121
2:15 PM	0	0	0	0	16	0	3	0	7	29	0	0	0	28	26	0	109
2:30 PM	0	0	0	0	16	2	5	0	5	37	0	0	1	44	38	0	148
2:45 PM	0	0	0	0	22	0	6	0	11	28	0	0	0	30	22	0	119
3:00 PM	0	0	0	0	21	1	9	0	8	36	0	0	1	40	39	0	155
3:15 PM	0	0	1	0	30	0	4	0	8	48	0	0	1	32	25	0	149
3:30 PM	0	0	0	0	27	0	6	0	10	39	0	0	0	35	44	0	161
3:45 PM	0	0	0	0	28	0	6	0	10	54	0	0	0	35	31	0	164
4:00 PM	0	3	3	0	19	0	1	0	9	44	0	0	0	40	47	0	166
4:15 PM	0	1	0	0	23	0	8	0	5	39	0	0	0	41	39	0	156
4:30 PM	0	0	0	0	19	0	0	0	11	44	0	0	0	45	44	0	163
4:45 PM	0	0	0	0	10	0	9	0	9	37	0	0	0	47	32	0	144
5:00 PM	0	2	0	0	15	0	3	0	8	32	0	0	1	46	35	0	142
5:15 PM	0	0	0	0	25	0	3	0	9	46	0	0	0	36	45	0	164
5:30 PM	0	1	1	0	21	0	5	0	6	18	0	0	0	26	34	0	112
5:45 PM	0	0	1	0	18	0	4	0	8	21	0	0	1	26	30	0	109
6:00 PM	0	0	1	0	15	0	3	0	2	21	0	0	0	22	26	0	90
6:15 PM	0	0	0	0	17	0	3	0	0	24	0	0	0	29	17	0	90
6:30 PM	0	0	0	0	10	0	0	0	0	19	0	0	0	28	19	0	76
6:45 PM	0	0	0	0	8	0	2	0	5	13	0	0	0	24	15	0	67
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	7	0	381	3	85	0	135	671	0	0	5	683	628	0	2605
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	81.24%	0.64%	18.12%	0.00%	16.75%	83.25%	0.00%	0.00%	0.38%	51.90%	47.72%	0.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	0	4	3	0	97	0	21	0	34	176	0	0	0	151	161	0	647
PEAK HR FACTOR :	0.000	0.333	0.250	0.000	0.866	0.000	0.656	0.000	0.773	0.815	0.000	0.000	0.000	0.839	0.856	0.000	0.974
	0.292				0.868				0.820				0.876				
HV%	#DIV/0!	0%	0%	#DIV/0!	10%	#DIV/0!	14%	#DIV/0!	9%	8%	#DIV/0!	#DIV/0!	#DIV/0!	3%	6%	#DIV/0!	0.070

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Rd & Rte 212/Saugerties- Woodstock Rd
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 23-380001-011
Date: 1/24/2023

Data - Total

NS/EW Streets:	Churchland Rd				Churchland Rd				Rte 212/Saugerties- Woodstock Rd				Rte 212/Saugerties- Woodstock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	4	0	0	0	0	0	0	66	7	0	3	26	0	0	108
7:15 AM	2	0	6	0	0	0	0	0	0	64	5	0	2	31	0	0	110
7:30 AM	1	0	1	0	0	0	0	0	0	54	10	0	3	51	0	0	120
7:45 AM	4	0	0	0	0	0	0	0	0	64	7	0	0	72	0	0	147
8:00 AM	4	0	3	0	0	0	0	0	0	63	7	0	3	48	0	0	128
8:15 AM	4	0	2	0	0	0	0	0	0	57	10	0	3	58	0	0	134
8:30 AM	5	0	2	0	0	0	0	0	0	74	8	0	1	54	0	0	144
8:45 AM	4	0	1	0	0	0	0	0	0	59	7	0	2	60	0	0	133
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	0	19	0	0	0	0	0	0	501	61	0	17	400	0	0	1024
APPROACH %'s :	57.78%	0.00%	42.22%	0.00%					0.00%	89.15%	10.85%	0.00%	4.08%	95.92%	0.00%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	13	0	6	0	0	0	0	0	0	238	34	0	9	229	0	0	529
PEAK HR FACTOR :	0.650	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.804	0.850	0.000	0.750	0.795	0.000	0.000	0.900
	0.679								0.829				0.826				
HV%	46%	#DIV/0!	33%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	6%	6%	#DIV/0!	0%	7%	#DIV/0!	#DIV/0!	0.078

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	0	0	0	0	0	0	0	0	70	1	0	2	55	0	0	130
2:15 PM	5	0	2	0	0	0	0	0	0	58	3	0	2	54	0	0	124
2:30 PM	6	0	1	0	0	0	0	0	0	62	0	0	3	69	0	0	141
2:45 PM	8	0	7	0	0	0	0	0	0	55	6	0	0	59	0	0	135
3:00 PM	7	0	10	0	0	0	0	0	0	79	1	0	1	73	0	0	171
3:15 PM	6	0	2	0	0	0	0	0	0	70	9	0	1	83	0	0	171
3:30 PM	9	0	0	0	0	0	0	0	0	78	6	0	2	73	0	0	168
3:45 PM	7	0	5	0	0	0	0	0	0	85	8	0	3	68	0	0	176
4:00 PM	8	0	6	0	0	0	0	0	0	56	9	0	1	89	0	0	169
4:15 PM	6	0	1	0	0	0	0	0	0	77	5	0	2	73	0	0	164
4:30 PM	8	0	4	0	0	0	0	0	0	75	6	0	3	91	0	0	187
4:45 PM	11	0	1	0	0	0	0	0	0	58	3	0	3	79	0	0	155
5:00 PM	8	0	3	0	0	0	0	0	0	50	2	0	1	94	0	0	158
5:15 PM	6	0	0	0	0	0	0	0	0	56	3	0	2	93	0	0	160
5:30 PM	3	0	3	0	0	0	0	0	0	54	7	0	1	74	0	0	142
5:45 PM	2	0	2	0	0	0	0	0	0	50	2	0	4	62	0	0	122
6:00 PM	3	0	1	0	0	0	0	0	0	37	3	0	5	57	0	0	106
6:15 PM	6	0	1	0	0	0	0	0	0	36	0	0	2	47	0	0	92
6:30 PM	6	0	1	0	0	0	0	0	0	37	1	0	2	42	0	0	89
6:45 PM	0	0	3	0	0	0	0	0	0	39	2	0	0	44	0	0	88
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	0	53	0	0	0	0	0	0	1182	77	0	40	1379	0	0	2848
APPROACH %'s :	68.82%	0.00%	31.18%	0.00%					0.00%	93.88%	6.12%	0.00%	2.82%	97.18%	0.00%	0.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	30	0	12	0	0	0	0	0	0	296	28	0	8	303	0	0	677
PEAK HR FACTOR :	0.938	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.871	0.778	0.000	0.667	0.832	0.000	0.000	0.962
	0.750								0.871				0.827				
HV%	0%	#DIV/0!	17%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5%	4%	#DIV/0!	0%	6%	#DIV/0!	#DIV/0!	0.053

National Data & Surveying Services Intersection Turning Movement Count

Location: NYS Route 32 & NYS Route 212
City: Saugerties
Control: Signalized

Project ID: 22-380048-001
Date: 12/6/2022

Data - Total

NS/EW Streets:	NYS Route 32				NYS Route 32				NYS Route 212				NYS Route 212				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	56	3	12	0	14	44	0	0	0	21	39	0	191
7:15 AM	1	7	1	0	70	3	15	0	27	48	1	0	1	21	58	0	253
7:30 AM	1	10	1	0	72	13	18	0	15	65	1	0	1	37	38	0	272
7:45 AM	0	1	0	0	90	4	21	0	12	48	1	0	2	58	55	0	292
8:00 AM	3	3	0	0	81	4	13	0	16	43	2	0	0	30	61	0	256
8:15 AM	2	5	0	0	76	5	17	0	12	49	0	0	0	43	59	0	268
8:30 AM	2	5	0	0	76	7	16	0	20	50	0	0	0	31	60	0	267
8:45 AM	1	3	0	0	58	5	21	0	22	51	1	0	0	36	57	0	255
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	36	2	0	579	44	133	0	138	398	6	0	4	277	427	0	2054
APPROACH %'s :	20.83%	75.00%	4.17%	0.00%	76.59%	5.82%	17.59%	0.00%	25.46%	73.43%	1.11%	0.00%	0.56%	39.12%	60.31%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	6	19	1	0	319	26	69	0	55	205	4	0	3	168	213	0	1088
PEAK HR FACTOR :	0.500	0.475	0.250	0.000	0.886	0.500	0.821	0.000	0.859	0.788	0.500	0.000	0.375	0.724	0.873	0.000	0.932
	0.542				0.900				0.815				0.835				
HV%	0%	11%	0%	#DIV/0!	9%	12%	14%	#DIV/0!	5%	13%	25%	#DIV/0!	67%	9%	10%	#DIV/0!	0.103

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	4	0	0	56	5	9	0	8	44	0	0	1	38	82	0	247
2:15 PM	0	6	0	0	46	5	15	0	6	53	1	0	0	60	67	0	259
2:30 PM	0	1	1	0	54	4	21	0	21	41	2	0	3	69	71	0	288
2:45 PM	0	4	2	0	49	5	14	0	11	45	3	0	0	42	85	0	260
3:00 PM	2	4	1	0	54	7	17	0	21	45	2	0	2	52	88	0	295
3:15 PM	1	4	0	0	54	4	14	0	12	48	2	0	1	39	94	0	273
3:30 PM	2	5	2	0	61	9	19	0	16	68	0	0	2	59	117	0	360
3:45 PM	1	4	0	0	49	7	16	0	15	75	3	0	2	52	105	0	329
4:00 PM	2	6	1	0	63	8	19	0	17	52	1	0	0	65	116	0	350
4:15 PM	2	4	3	0	63	6	24	0	19	57	0	0	0	70	110	0	358
4:30 PM	2	6	1	0	51	2	23	0	12	48	1	0	0	65	99	0	310
4:45 PM	1	11	0	0	73	7	23	0	15	47	0	0	1	60	105	0	343
5:00 PM	0	2	1	0	53	8	19	0	18	42	0	0	0	77	119	0	339
5:15 PM	1	10	2	0	54	5	15	0	15	59	0	0	0	54	139	0	354
5:30 PM	1	2	0	0	59	6	15	0	13	41	1	0	1	53	111	0	303
5:45 PM	1	4	0	0	68	2	14	0	11	38	0	0	0	50	82	0	270
6:00 PM	0	2	0	0	50	5	11	0	14	29	0	0	0	40	54	0	205
6:15 PM	1	6	2	0	36	8	9	0	15	36	0	0	0	38	66	0	217
6:30 PM	0	4	0	0	41	2	13	0	9	23	0	0	0	34	64	0	190
6:45 PM	2	6	0	0	31	2	8	0	5	18	0	0	0	25	61	0	158
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	95	16	0	1065	107	318	0	273	909	16	0	13	1042	1835	0	5708
APPROACH %'s :	14.62%	73.08%	12.31%	0.00%	71.48%	7.18%	21.34%	0.00%	22.79%	75.88%	1.34%	0.00%	0.45%	36.06%	63.49%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	7	19	6	0	236	30	78	0	67	252	4	0	4	246	448	0	1397
PEAK HR FACTOR :	0.875	0.792	0.500	0.000	0.937	0.833	0.813	0.000	0.882	0.840	0.333	0.000	0.500	0.879	0.957	0.000	0.970
	0.889				0.925				0.868				0.964				
HV%	14%	11%	17%	#DIV/0!	5%	3%	5%	#DIV/0!	10%	4%	25%	#DIV/0!	0%	6%	4%	#DIV/0!	0.051

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Ln & NYS Route 32/NYS Route 212
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 22-380048-002
Date: 12/6/2022

Data - Total

NS/EW Streets:	Churchland Ln				Churchland Ln				NYS Route 32/NYS Route 212				NYS Route 32/NYS Route 212				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	108	0	0	1	64	0	0	177
7:15 AM	0	0	2	0	0	0	0	0	0	125	0	0	3	80	0	0	210
7:30 AM	0	0	3	0	0	0	0	0	0	146	0	0	1	80	0	0	230
7:45 AM	0	0	1	0	0	0	0	0	0	146	0	0	3	115	0	0	265
8:00 AM	1	0	0	0	0	0	0	0	0	128	1	0	1	93	0	0	224
8:15 AM	0	0	3	0	0	0	0	0	0	130	1	0	3	109	0	0	246
8:30 AM	1	0	4	0	0	0	0	0	0	130	0	0	1	89	0	0	225
8:45 AM	1	0	2	0	0	0	0	0	0	113	1	0	5	95	0	0	217
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	19	0	0	0	0	0	0	1026	3	0	18	725	0	0	1794
APPROACH %'s :	13.64%	0.00%	86.36%	0.00%					0.00%	99.71%	0.29%	0.00%	2.42%	97.58%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	7	0	0	0	0	0	0	550	2	0	8	397	0	0	965
PEAK HR FACTOR :	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.942	0.500	0.000	0.667	0.863	0.000	0.000	0.910
		0.667								0.945				0.858			
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	10%	100%	#DIV/0!	13%	10%	#DIV/0!	#DIV/0!	0.098

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	1	0	0	0	0	0	0	99	1	0	1	130	0	0	232
2:15 PM	0	0	3	0	0	0	0	0	0	104	0	0	5	124	0	0	236
2:30 PM	1	0	4	0	0	0	0	0	0	100	2	0	3	144	0	0	254
2:45 PM	1	0	4	0	0	0	0	0	0	104	1	0	4	126	0	0	240
3:00 PM	1	0	0	0	0	0	0	0	0	102	0	0	5	143	0	0	251
3:15 PM	0	0	2	0	0	0	0	0	0	110	1	0	8	135	0	1	257
3:30 PM	0	0	2	0	0	0	0	0	0	134	0	0	3	185	0	0	324
3:45 PM	0	0	5	0	0	0	0	0	0	130	2	0	5	159	0	0	301
4:00 PM	0	0	2	0	0	0	0	0	0	119	2	0	5	189	0	0	317
4:15 PM	1	0	1	0	0	0	0	0	0	129	1	0	3	183	0	0	318
4:30 PM	0	0	5	0	0	0	0	0	0	103	0	0	2	171	0	0	281
4:45 PM	0	0	2	0	0	0	0	0	0	117	1	0	4	174	0	0	298
5:00 PM	0	0	5	0	0	0	0	0	0	105	0	0	6	200	0	0	316
5:15 PM	0	0	5	0	0	0	0	0	0	119	0	0	3	194	0	0	321
5:30 PM	1	0	2	0	0	0	0	0	0	108	0	0	5	169	0	0	285
5:45 PM	1	0	2	0	0	0	0	0	0	115	0	0	3	141	0	0	262
6:00 PM	1	0	3	0	0	0	0	0	0	84	0	0	2	91	0	0	181
6:15 PM	1	0	2	0	0	0	0	0	0	77	1	0	3	107	0	0	191
6:30 PM	1	0	2	0	0	0	0	0	0	68	1	0	4	101	0	0	177
6:45 PM	0	0	1	0	0	0	0	0	0	48	0	0	4	90	0	0	143
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	0	53	0	0	0	0	0	0	2075	13	0	78	2956	0	1	5185
APPROACH %'s :	14.52%	0.00%	85.48%	0.00%					0.00%	99.38%	0.62%	0.00%	2.57%	97.40%	0.00%	0.03%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	1	0	10	0	0	0	0	0	0	512	5	0	16	716	0	0	1260
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.955	0.625	0.000	0.800	0.947	0.000	0.000	0.972
		0.550								0.965				0.943			
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5%	0%	#DIV/0!	13%	5%	#DIV/0!	#DIV/0!	0.047

National Data & Surveying Services Intersection Turning Movement Count

Location: Saugerties Manor Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-022
Date: 1/24/2023

Data - Total

NS/EW Streets:	Saugerties Manor Rd				Saugerties Manor Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	114	0	0	0	66	1	0	182
7:15 AM	0	0	0	0	0	0	0	0	0	140	0	0	0	90	0	0	230
7:30 AM	0	0	0	0	0	0	0	0	0	151	0	0	0	130	1	0	282
7:45 AM	0	0	0	0	2	0	0	0	0	122	0	0	0	133	0	0	257
8:00 AM	0	0	0	0	1	0	0	0	0	125	0	0	0	121	1	0	248
8:15 AM	0	0	0	0	0	0	3	0	0	143	0	0	0	141	0	0	287
8:30 AM	0	0	0	0	0	0	1	0	0	135	0	0	0	131	0	0	267
8:45 AM	0	0	0	0	0	0	0	0	0	142	0	0	0	137	0	0	279
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	4	0	0	1072	0	0	0	949	3	0	2032
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.68%	0.32%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	3	0	0	541	0	0	0	525	2	0	1074
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.946	0.000	0.000	0.000	0.931	0.500	0.000	0.936
					0.500				0.946				0.934				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	33%	#DIV/0!	0%	#DIV/0!	#DIV/0!	9%	#DIV/0!	#DIV/0!	#DIV/0!	8%	50%	#DIV/0!	0.084

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	1	117	0	0	0	133	0	0	251
2:15 PM	0	0	0	0	4	0	0	0	0	110	0	0	0	128	1	0	243
2:30 PM	0	0	0	0	0	0	0	0	0	117	0	0	0	159	0	0	276
2:45 PM	0	0	0	0	0	0	1	0	0	104	0	0	0	134	4	0	243
3:00 PM	0	0	0	0	1	0	2	0	1	145	0	0	0	159	1	0	309
3:15 PM	0	0	0	0	0	0	2	0	0	147	0	0	0	174	0	0	323
3:30 PM	0	0	0	0	0	0	0	0	1	123	0	0	0	182	1	0	307
3:45 PM	0	0	0	0	0	0	2	0	0	164	0	0	0	177	2	0	345
4:00 PM	0	0	0	0	1	0	0	0	0	119	0	0	0	200	1	0	321
4:15 PM	0	0	0	0	0	0	0	0	0	128	0	0	0	210	0	0	338
4:30 PM	0	0	0	0	0	0	0	0	0	137	0	0	0	191	1	0	329
4:45 PM	0	0	0	0	0	0	1	0	0	144	0	0	0	212	1	0	358
5:00 PM	0	0	0	0	1	0	0	0	1	113	0	0	0	207	2	0	324
5:15 PM	0	0	0	0	1	0	0	0	0	116	0	0	0	231	1	0	349
5:30 PM	0	0	0	0	1	0	1	0	0	124	0	0	0	191	1	0	318
5:45 PM	0	0	0	0	0	0	0	0	0	100	0	0	0	167	0	0	267
6:00 PM	0	0	0	0	0	0	1	0	0	91	0	0	0	143	1	0	236
6:15 PM	0	0	0	0	0	0	0	0	0	77	0	0	0	114	0	0	191
6:30 PM	0	0	0	0	0	0	1	0	0	76	0	0	0	103	0	0	180
6:45 PM	0	0	0	0	0	0	0	0	0	81	0	0	0	101	0	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	9	0	11	0	4	2333	0	0	0	3316	17	0	5690
APPROACH %'s :					45.00%	0.00%	55.00%	0.00%	0.17%	99.83%	0.00%	0.00%	0.00%	99.49%	0.51%	0.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	1	534	0	0	0	769	4	0	1311
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.927	0.000	0.000	0.000	0.832	0.500	0.000	0.950
					0.750				0.929				0.833				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	7%	#DIV/0!	#DIV/0!	#DIV/0!	6%	0%	#DIV/0!	0.066

National Data & Surveying Services Intersection Turning Movement Count

Location: Stewart's Shop's Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-015
Date: 1/24/2023

Data - Total

NS/EW Streets:	Stewart's Shop's Dwy				Stewart's Shop's Dwy				Rte 212/Ulster Ave					Rte 212/Ulster Ave						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					OUTHBOUND2	
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
7:00 AM	0	0	0	0	2	0	10	0	1	108	0	0	5	0	58	0	0	2	0	186
7:15 AM	0	0	0	0	3	0	7	0	0	131	0	0	7	0	82	0	0	5	0	235
7:30 AM	0	0	0	0	1	0	6	0	0	149	0	0	5	0	125	0	0	7	1	294
7:45 AM	0	0	0	0	2	0	14	0	0	119	0	0	4	0	118	0	0	7	0	264
8:00 AM	0	0	0	0	3	0	12	0	0	120	0	0	7	0	111	2	0	7	0	262
8:15 AM	0	0	0	0	1	0	15	0	0	132	0	0	10	0	125	0	0	5	1	289
8:30 AM	0	0	0	0	3	0	6	0	0	130	0	0	5	0	124	1	0	4	0	273
8:45 AM	0	0	0	0	3	0	10	0	0	136	0	0	7	0	128	0	0	3	0	287
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	18	0	80	0	1	1025	0	0	50	0	871	3	0	40	2	2090
APPROACH %'s :					18.37%	0.00%	81.63%	0.00%	0.09%	95.26%	0.00%	0.00%	4.65%	0.00%	95.30%	0.33%	0.00%	4.38%	100.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																			TOTAL
PEAK HR VOL :	0	0	0	0	7	0	47	0	0	520	0	0	26	0	479	2	0	26	2	1109
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.783	0.000	0.000	0.956	0.000	0.000	0.650	0.000	0.936	0.250	0.000	0.929	0.500	0.943
						0.844					0.955					0.968				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	6%	#DIV/0!	#DIV/0!	9%	#DIV/0!	#DIV/0!	4%	#DIV/0!	8%	0%	#DIV/0!	0%	0%	0.080252

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
2:00 PM	0	0	0	0	3	0	6	0	0	114	0	0	3	0	126	0	0	12	0	264
2:15 PM	0	0	0	0	2	0	10	0	0	112	0	0	2	0	119	0	0	3	0	248
2:30 PM	0	0	0	0	6	0	10	0	0	113	0	0	4	0	149	0	0	6	0	288
2:45 PM	0	0	0	0	2	0	7	0	1	101	0	0	2	0	131	0	0	5	0	249
3:00 PM	0	0	0	0	3	0	12	0	1	139	0	0	6	0	148	0	0	8	0	317
3:15 PM	0	0	0	0	0	0	12	0	1	143	0	0	2	0	162	0	0	10	0	330
3:30 PM	0	0	0	0	1	0	9	0	0	121	0	0	3	0	175	0	0	12	0	321
3:45 PM	0	0	0	0	2	0	11	0	1	158	0	0	5	0	167	1	0	8	0	353
4:00 PM	0	0	0	0	5	0	8	0	0	114	0	0	4	0	193	0	0	7	0	331
4:15 PM	0	0	0	0	1	0	19	0	0	128	0	0	2	0	192	0	0	10	0	352
4:30 PM	0	0	0	0	1	0	11	0	0	131	0	0	5	0	180	0	0	7	0	335
4:45 PM	0	0	0	0	0	0	17	0	0	138	0	0	7	0	197	0	0	12	0	371
5:00 PM	0	0	0	0	0	0	13	0	1	109	0	0	3	0	196	1	0	16	0	339
5:15 PM	0	0	0	0	3	0	18	0	0	114	0	0	4	0	212	1	0	7	1	360
5:30 PM	0	0	0	0	1	0	14	0	0	120	0	0	5	0	177	0	0	13	1	331
5:45 PM	0	0	0	0	4	0	15	0	0	97	0	0	3	0	152	0	0	12	0	283
6:00 PM	0	0	0	0	2	0	16	0	0	89	0	0	2	0	128	0	0	9	0	246
6:15 PM	0	0	0	0	2	0	8	0	0	71	0	0	5	0	106	0	0	5	0	197
6:30 PM	0	0	0	0	3	0	6	0	0	76	0	0	1	0	97	0	0	8	0	191
6:45 PM	0	0	0	0	1	0	9	0	0	79	0	0	1	0	92	0	0	6	0	188
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	42	0	231	0	5	2267	0	0	69	0	3099	3	0	176	2	5894
APPROACH %'s :					15.38%	0.00%	84.62%	0.00%	0.21%	96.84%	0.00%	0.00%	2.95%	0.00%	94.54%	0.09%	0.00%	5.37%	100.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	9	0	47	0	1	521	0	0	14	0	727	1	0	37	0	1357
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.653	0.000	0.250	0.944	0.000	0.000	0.500	0.000	0.857	0.250	0.000	0.578	0.000	0.961
						0.667					0.924					0.869				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	2%	#DIV/0!	0%	7%	#DIV/0!	#DIV/0!	0%	#DIV/0!	7%	0%	#DIV/0!	5%	#DIV/0!	0.065586

Explanations for extra leg movements

Movements entering the extra leg

	EL2	Movements coming from EB on Ulster Ave entering into he extra leg (Stewardst's Shop Dwy)
979	WR2	Movements coming from WB on Ulster Ave entering into he extra leg (Stewardst's Shop Dwy)
1055		
1109	**Movements exiting the extra leg**	
1088	S2R2	Movements exiting from extra leg (Stewart's Shop Dwy) entering into Ulster Ave heading WB
1111		



1049	
1102	
1184	
1217	
1321	
1335	
1357	
1371	
1389	
1397	
1405	
1401	
1313	
1220	
1057	
917	
822	

National Data & Surveying Services Intersection Turning Movement Count

Location: I-87 NB Exit/Entrance Ramps & NYS Route 32/NYS Route 212
City: Saugerties
Control: Signalized

Project ID: 22-380048-003
Date: 12/6/2022

Data - Cars

NS/EW Streets:	I-87 NB Exit/Entrance Ramps				I-87 NB Exit/Entrance Ramps				NYS Route 32/NYS Route 212				NYS Route 32/NYS Route 212				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	2	11	0	8	1	3	0	4	74	18	0	17	34	9	0	188
7:15 AM	16	1	13	0	7	0	6	0	8	83	17	0	20	49	5	0	225
7:30 AM	13	1	17	0	11	6	4	0	6	110	13	0	20	51	8	0	260
7:45 AM	26	3	11	0	11	5	3	0	10	115	19	0	18	82	10	0	313
8:00 AM	10	2	12	0	9	3	3	0	3	101	10	0	20	72	5	0	250
8:15 AM	27	0	9	0	5	1	3	0	2	107	4	0	17	63	5	0	243
8:30 AM	20	2	15	0	9	3	5	0	5	103	9	0	8	54	12	0	245
8:45 AM	22	0	13	0	12	0	8	0	14	78	12	0	8	56	9	0	232
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	141	11	101	0	72	19	35	0	52	771	102	0	128	461	63	0	1956
APPROACH %'s :	55.73%	4.35%	39.92%	0.00%	57.14%	15.08%	27.78%	0.00%	5.62%	83.35%	11.03%	0.00%	19.63%	70.71%	9.66%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	76	6	49	0	36	15	13	0	21	433	46	0	75	268	28	0	1066
PEAK HR FACTOR :	0.704	0.500	0.721	0.000	0.818	0.625	0.813	0.000	0.525	0.941	0.605	0.000	0.938	0.817	0.700	0.000	0.851
	0.819				0.762				0.868				0.843				
HV%	9%	17%	14%	#DIV/0!	3%	7%	15%	#DIV/0!	5%	11%	11%	#DIV/0!	8%	12%	11%	#DIV/0!	0.107

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	16	0	8	0	9	2	11	0	4	79	4	0	7	87	20	0	247
2:15 PM	9	5	14	0	10	1	4	0	4	86	6	0	10	97	10	0	256
2:30 PM	23	1	8	0	8	2	7	0	3	81	14	0	13	109	11	0	280
2:45 PM	21	1	8	0	6	1	6	0	7	88	7	0	9	93	13	0	260
3:00 PM	27	1	16	0	6	2	8	0	5	77	8	0	10	103	9	0	272
3:15 PM	27	1	16	0	11	1	5	0	5	91	9	0	9	91	12	0	278
3:30 PM	23	1	14	0	4	4	1	0	4	127	6	0	14	150	8	0	356
3:45 PM	34	2	17	0	8	3	5	0	3	106	15	0	11	114	15	0	333
4:00 PM	34	0	19	0	5	2	2	0	2	102	12	0	17	145	10	0	350
4:15 PM	50	1	17	0	13	3	3	0	3	104	15	0	19	132	13	0	373
4:30 PM	30	1	16	0	10	0	5	0	9	93	3	0	18	129	11	0	325
4:45 PM	29	0	16	0	12	1	4	0	7	98	7	0	17	147	12	0	350
5:00 PM	34	2	12	0	13	1	5	0	8	87	12	0	14	150	12	0	350
5:15 PM	41	5	18	0	11	1	10	0	5	97	9	0	12	136	11	0	356
5:30 PM	45	1	23	0	6	2	7	0	4	111	5	0	16	121	12	0	353
5:45 PM	29	3	10	0	7	0	5	0	7	105	2	0	9	101	13	0	291
6:00 PM	16	1	12	0	15	0	6	0	7	79	3	0	10	68	5	0	222
6:15 PM	18	1	16	0	2	2	13	0	5	70	2	0	4	80	12	0	225
6:30 PM	16	1	16	0	5	1	7	0	3	63	5	0	8	76	5	0	206
6:45 PM	23	1	13	0	4	1	6	0	4	38	5	0	4	63	5	0	167
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	545	29	289	0	165	30	120	0	99	1782	149	0	231	2192	219	0	5850
APPROACH %'s :	63.15%	3.36%	33.49%	0.00%	52.38%	9.52%	38.10%	0.00%	4.88%	87.78%	7.34%	0.00%	8.74%	82.97%	8.29%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	118	4	66	0	28	10	13	0	14	426	42	0	51	500	45	0	1317
PEAK HR FACTOR :	0.868	0.500	0.868	0.000	0.636	0.625	0.650	0.000	0.700	0.839	0.700	0.000	0.750	0.833	0.750	0.000	0.925
	0.887				0.750				0.880				0.866				
HV%	5%	0%	2%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	6%	7%	#DIV/0!	12%	8%	2%	#DIV/0!	0.064

National Data & Surveying Services Intersection Turning Movement Count

Location: Pizza Star Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-019
Date: 1/24/2023

Data - Total

NS/EW Streets:	Pizza Star Dwy				Pizza Star Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				SOUTHBOUND2		
	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	108	0	0	0	74	0	0	0	0	186
7:15 AM	0	0	0	0	0	0	0	0	0	134	0	0	0	87	0	0	0	0	221
7:30 AM	0	0	0	0	0	0	0	0	0	143	0	1	0	118	0	0	0	0	262
7:45 AM	0	0	0	0	0	0	0	0	0	123	0	0	0	91	0	0	0	0	214
8:00 AM	0	0	0	0	0	0	0	0	0	116	0	0	0	103	0	0	0	0	219
8:15 AM	0	0	0	0	0	0	0	0	0	135	0	0	0	120	0	0	0	0	255
8:30 AM	0	0	0	0	0	0	0	0	0	145	0	0	0	91	0	0	0	0	236
8:45 AM	0	0	0	0	0	0	0	0	0	144	0	0	0	111	0	0	0	0	255
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	0	0	0	0	1048	0	1	0	795	0	0	0	0	1848
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	99.90%	0.00%	0.10%	0.00%	100.00%	0.00%	0.00%			
FORCED PEAK HR :	07:30 AM - 08:30 AM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	517	0	1	0	432	0	0	0	0	950
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.891	0.000	0.000	0.000	0.900	0.000	0.000	0.000	0.000	0.906
										0.893				0.900					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	9%	#DIV/0!	0%	#DIV/0!	9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.087368

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	1	124	0	0	0	131	0	0	0	0	256
2:15 PM	0	0	0	0	0	0	0	0	0	113	0	0	0	131	0	0	1	2	247
2:30 PM	0	0	0	0	0	0	0	0	1	121	0	0	0	143	0	0	0	0	265
2:45 PM	0	0	0	0	0	0	0	0	0	117	0	0	0	120	0	0	0	1	238
3:00 PM	0	0	0	0	0	0	0	0	1	145	0	0	0	134	1	0	0	1	282
3:15 PM	0	0	0	0	0	0	0	0	0	149	0	0	4	160	0	0	0	1	314
3:30 PM	0	0	0	0	0	0	0	0	0	134	0	0	2	183	1	0	0	2	322
3:45 PM	0	0	0	0	0	0	0	0	1	172	0	0	0	161	2	0	0	2	338
4:00 PM	0	0	0	0	0	0	0	0	0	129	0	0	1	181	1	0	2	1	315
4:15 PM	0	0	0	0	0	0	0	0	2	135	0	0	0	188	1	0	1	2	329
4:30 PM	5	0	2	0	0	0	0	0	1	152	0	0	0	151	1	0	0	1	313
4:45 PM	0	0	0	0	0	0	0	0	2	156	0	0	0	193	0	0	0	1	352
5:00 PM	0	0	0	0	0	0	0	0	1	122	0	0	0	189	2	0	0	3	317
5:15 PM	0	0	0	0	0	0	0	0	0	127	0	0	0	180	1	0	0	1	309
5:30 PM	0	0	0	0	0	0	0	0	2	148	0	0	0	180	4	0	3	3	340
5:45 PM	0	0	1	0	0	0	0	0	1	109	0	0	2	149	0	0	0	2	264
6:00 PM	0	0	0	0	0	0	0	0	3	107	0	0	0	127	0	0	0	2	239
6:15 PM	0	0	0	0	0	0	0	0	4	84	0	0	0	101	1	0	0	1	191
6:30 PM	0	0	0	0	0	0	0	0	0	89	0	0	0	89	2	0	0	3	183
6:45 PM	0	0	0	0	0	0	0	0	1	87	0	0	0	84	1	0	0	4	177
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	5	0	3	0	0	0	0	0	21	2520	0	0	9	2975	18	0	7	33	5591
APPROACH %'s :	62.50%	0.00%	37.50%	0.00%					0.83%	99.17%	0.00%	0.00%	0.30%	99.10%	0.60%	0.00%	17.50%	82.50%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	570	0	0	3	713	5	0	3	7	1304
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.913	0.000	0.000	0.000	0.924	0.313	0.000	0.250	0.583	0.964
										0.907				0.934					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	7%	#DIV/0!	#DIV/0!	33%	7%	0%	#DIV/0!	0%	0%	0.067485

Explanations for extra leg movements

Movements exiting the extra leg

S2R2	Movements exiting from extra leg (Pizza Star Dwy) entering into Ulster Ave heading WB
S2L2	Movements exiting from extra leg (Pizza Star Dwy) entering into Ulster Ave heading EB

883
916
950
924
965



1006
1032
1099
1156
1256
1289
1304
1295
1309
1311
1291
1318
1230
1152
1034
877
790

National Data & Surveying Services Intersection Turning Movement Count

Location: Tomsons Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-021
Date: 1/24/2023

Data - Total

NS/EW Streets:	Tomsons Rd				Tomsons Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	111	0	0	0	74	0	0	186
7:15 AM	0	0	0	0	0	0	2	0	4	130	0	0	0	85	3	0	224
7:30 AM	0	0	0	0	0	0	0	0	0	142	0	1	0	118	2	0	263
7:45 AM	0	0	0	0	0	0	0	0	2	120	0	0	0	90	0	0	212
8:00 AM	0	0	0	0	0	0	1	0	5	112	0	0	0	102	1	0	221
8:15 AM	0	0	0	0	0	0	0	0	4	131	0	0	0	120	5	0	260
8:30 AM	0	0	0	0	0	0	4	0	5	140	0	0	0	88	1	0	238
8:45 AM	0	0	0	0	0	0	2	0	2	142	0	0	0	108	2	0	256
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	9	0	23	1028	0	1	0	785	14	0	1860
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	2.19%	97.72%	0.00%	0.10%	0.00%	98.25%	1.75%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	11	505	0	1	0	430	8	0	956
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.063	0.000	0.550	0.889	0.000	0.000	0.000	0.896	0.400	0.000	0.909
					0.063				0.891				0.876				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	9%	#DIV/0!	0%	#DIV/0!	9%	13%	#DIV/0!	0.088

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	2	0	2	122	0	0	0	129	0	0	255
2:15 PM	0	0	0	0	1	0	6	0	4	110	0	0	0	125	2	0	248
2:30 PM	0	0	0	0	1	0	4	0	5	116	0	0	0	139	0	0	265
2:45 PM	0	0	0	0	1	0	3	0	4	113	0	0	0	117	0	0	238
3:00 PM	0	0	0	0	0	0	6	0	2	142	0	0	0	129	1	0	280
3:15 PM	0	0	0	0	0	0	7	0	1	149	0	0	0	157	1	0	315
3:30 PM	0	0	0	0	0	0	3	0	1	131	0	0	0	183	3	0	321
3:45 PM	0	0	0	0	1	0	6	0	4	170	0	0	0	158	0	0	339
4:00 PM	0	0	0	0	1	0	8	0	4	125	0	0	0	174	3	1	316
4:15 PM	0	0	0	0	0	0	9	0	5	133	0	0	0	180	0	0	327
4:30 PM	0	0	0	0	1	0	9	0	2	150	0	0	0	144	3	0	309
4:45 PM	0	0	0	0	0	0	9	0	4	154	0	0	0	183	1	0	351
5:00 PM	0	0	0	0	2	0	17	0	2	119	0	0	0	174	2	0	316
5:15 PM	0	0	0	0	1	0	3	0	4	123	0	0	0	178	1	0	310
5:30 PM	0	0	0	0	1	0	4	0	3	147	0	0	0	180	0	0	335
5:45 PM	0	0	0	0	2	0	7	0	8	104	0	0	0	144	3	0	268
6:00 PM	0	0	0	0	2	0	9	0	2	105	0	0	0	118	2	0	238
6:15 PM	0	0	0	0	1	0	3	0	0	84	0	0	0	101	0	0	189
6:30 PM	0	0	0	0	0	0	2	0	1	88	0	0	0	87	2	0	180
6:45 PM	0	0	0	0	0	0	5	0	7	79	0	0	0	80	2	0	173
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	15	0	122	0	65	2464	0	0	0	2880	26	1	5573
APPROACH %'s :					10.95%	0.00%	89.05%	0.00%	2.57%	97.43%	0.00%	0.00%	0.00%	99.07%	0.89%	0.03%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	26	0	14	559	0	0	0	695	6	1	1303
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.382	0.000	0.875	0.907	0.000	0.000	0.000	0.949	0.750	0.000	0.961
					0.368				0.907				0.954				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	50%	#DIV/0!	12%	#DIV/0!	14%	7%	#DIV/0!	#DIV/0!	#DIV/0!	7%	33%	0%	0.070

National Data & Surveying Services Intersection Turning Movement Count

Location: Kings Hwy & NYS Route 32/NYS Route 212
City: Saugerties
Control: Signalized

Project ID: 22-380048-004
Date: 12/6/2022

Data - Total

NS/EW Streets:	Kings Hwy				Kings Hwy				NYS Route 32/NYS Route 212				NYS Route 32/NYS Route 212				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	1	1	0	0.5	1.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	0	1	0	0	0	0	0	0	55	45	0	1	52	0	0	170
7:15 AM	23	0	3	0	0	0	0	0	0	64	49	0	15	64	0	0	218
7:30 AM	27	0	7	0	0	0	0	0	1	80	74	0	16	66	0	0	271
7:45 AM	29	0	1	0	0	0	0	0	1	76	67	0	16	90	1	0	281
8:00 AM	33	0	3	0	0	0	0	0	0	69	67	0	15	73	0	0	260
8:15 AM	29	0	7	0	0	0	0	0	1	58	66	0	12	77	0	0	250
8:30 AM	20	0	7	0	0	0	0	0	0	69	65	0	8	58	0	0	227
8:45 AM	33	0	14	0	0	0	0	0	0	74	38	0	5	57	2	0	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	210	0	43	0	0	0	0	0	3	545	471	0	88	537	3	0	1900
APPROACH %'s :	83.00%	0.00%	17.00%	0.00%					0.29%	53.48%	46.22%	0.00%	14.01%	85.51%	0.48%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	118	0	18	0	0	0	0	0	3	283	274	0	59	306	1	0	1062
PEAK HR FACTOR :	0.894	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.750	0.884	0.926	0.000	0.922	0.850	0.250	0.000	0.945
	0.944								0.903				0.855				
HV%	17%	#DIV/0!	22%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	8%	12%	#DIV/0!	5%	7%	0%	#DIV/0!	0.098

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	1	1	0	0.5	1.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	44	1	8	0	1	0	1	0	2	70	31	0	17	81	2	0	258
2:15 PM	40	0	11	0	1	1	0	0	0	87	35	0	14	82	1	0	272
2:30 PM	44	0	7	0	2	0	0	0	1	62	39	0	13	103	0	0	271
2:45 PM	39	1	7	0	0	1	0	0	0	76	31	0	15	84	1	0	255
3:00 PM	35	0	15	0	1	0	0	0	0	76	28	0	15	92	1	0	263
3:15 PM	38	0	6	0	0	0	0	0	4	88	37	0	8	88	0	0	269
3:30 PM	59	0	12	0	2	0	0	0	0	95	50	1	12	115	1	0	347
3:45 PM	58	1	13	0	2	0	0	0	1	92	37	0	13	94	3	0	314
4:00 PM	64	0	20	0	1	1	0	0	2	99	36	0	13	103	2	0	341
4:15 PM	59	0	14	0	1	1	1	0	1	89	46	0	11	108	0	0	331
4:30 PM	55	1	8	0	0	0	1	0	0	82	50	0	15	94	0	0	306
4:45 PM	66	4	6	0	0	0	1	0	0	86	39	0	5	106	0	0	313
5:00 PM	68	0	9	0	0	0	0	0	2	73	42	0	15	109	0	0	318
5:15 PM	66	1	5	0	1	1	1	0	3	89	36	0	11	79	2	0	295
5:30 PM	67	1	11	0	3	0	0	0	1	96	44	0	9	88	1	0	321
5:45 PM	51	0	10	0	0	0	1	0	0	93	31	0	10	70	1	0	267
6:00 PM	29	0	4	0	2	0	1	0	0	86	21	0	5	54	2	0	204
6:15 PM	38	0	5	0	1	0	0	0	0	73	19	0	6	57	0	0	199
6:30 PM	25	0	10	0	0	0	0	0	0	67	15	0	6	58	1	0	182
6:45 PM	30	0	9	0	2	0	0	0	1	42	12	0	12	46	1	0	155
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	975	10	190	0	20	5	7	0	18	1621	679	1	225	1711	19	0	5481
APPROACH %'s :	82.98%	0.85%	16.17%	0.00%	62.50%	15.63%	21.88%	0.00%	0.78%	69.90%	29.28%	0.04%	11.51%	87.52%	0.97%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	240	1	59	0	6	2	1	0	4	375	169	1	49	420	6	0	1333
PEAK HR FACTOR :	0.938	0.250	0.738	0.000	0.750	0.500	0.250	0.000	0.500	0.947	0.845	0.250	0.942	0.913	0.500	0.000	0.960
	0.893				0.750				0.940				0.928				
HV%	5%	0%	2%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	3%	5%	0%	14%	5%	0%	#DIV/0!	0.044

National Data & Surveying Services Intersection Turning Movement Count

Location: Exon North Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-020
Date: 1/24/2023

Data - Total

NS/EW Streets:	Exon North Dwy				Exon North Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	58	1	0	0	67	0	0	127	
7:15 AM	1	0	3	0	0	0	0	0	0	72	1	0	5	63	0	0	145	
7:30 AM	0	0	3	0	0	0	0	0	0	75	1	0	0	102	0	0	181	
7:45 AM	2	0	4	0	0	0	0	0	0	78	3	0	4	74	0	0	165	618
8:00 AM	1	0	2	0	0	0	0	0	0	60	3	0	4	81	0	0	151	642
8:15 AM	1	0	4	0	0	0	0	0	0	64	2	0	1	94	0	0	166	663
8:30 AM	0	0	8	0	0	0	0	0	0	78	5	0	2	69	0	0	162	644
8:45 AM	0	0	2	0	0	0	0	0	0	86	3	0	1	92	0	0	184	663
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	6	0	26	0	0	0	0	0	0	571	19	0	17	642	0	0	1281	
APPROACH %'s :	18.75%	0.00%	81.25%	0.00%					0.00%	96.78%	3.22%	0.00%	2.58%	97.42%	0.00%	0.00%		
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :	4	0	13	0	0	0	0	0	0	277	9	0	9	351	0	0	663	
PEAK HR FACTOR :	1.000	0.000	0.406	0.000	0.000	0.000	0.000	0.000	0.000	0.805	0.450	0.000	0.563	0.934	0.000	0.000	0.916	
	0.531								0.803				0.947					
HV%	25%	#DIV/0!	8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	9%	11%	#DIV/0!	11%	7%	#DIV/0!	#DIV/0!	0.080	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	1	0	0	0	0	0	0	91	1	0	0	108	0	0	202	
2:15 PM	1	0	3	0	0	0	0	0	0	88	0	0	2	102	0	0	196	
2:30 PM	2	0	3	0	0	0	0	0	0	92	2	0	5	107	0	0	211	
2:45 PM	0	0	3	0	0	0	0	0	0	92	1	0	1	86	0	0	183	792
3:00 PM	0	0	0	0	0	0	0	0	0	105	1	0	3	97	0	0	206	796
3:15 PM	1	0	1	0	0	0	0	0	0	106	0	0	1	119	0	0	228	828
3:30 PM	0	0	4	0	0	0	0	0	0	101	1	0	5	142	0	0	253	870
3:45 PM	0	0	1	0	0	0	0	0	0	132	2	0	2	108	0	0	245	932
4:00 PM	2	0	1	0	0	0	0	0	0	101	3	0	1	121	0	0	229	955
4:15 PM	2	0	2	0	0	0	0	0	0	96	0	0	2	123	0	0	225	952
4:30 PM	2	0	4	0	0	0	0	0	1	115	0	0	1	93	0	0	216	915
4:45 PM	1	0	3	0	0	0	0	0	0	130	1	0	0	125	0	0	260	930
5:00 PM	2	0	1	0	0	0	0	0	0	86	1	0	0	121	0	0	211	912
5:15 PM	1	0	4	0	0	0	0	0	0	95	1	0	2	115	0	0	218	905
5:30 PM	2	0	0	0	0	0	0	0	0	116	0	0	2	117	0	0	237	926
5:45 PM	4	0	0	0	0	0	0	0	0	101	1	0	4	94	0	0	204	870
6:00 PM	0	0	3	0	0	0	0	0	0	80	0	0	0	79	0	0	162	821
6:15 PM	1	0	1	0	0	0	0	0	0	69	1	0	1	86	0	0	159	762
6:30 PM	1	0	1	0	0	0	0	0	0	71	0	0	0	64	0	0	137	662
6:45 PM	1	0	2	0	0	0	0	0	0	65	0	0	2	49	0	0	119	577
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	24	0	38	0	0	0	0	0	1	1932	16	0	34	2056	0	0	4101	
APPROACH %'s :	38.71%	0.00%	61.29%	0.00%					0.05%	99.13%	0.82%	0.00%	1.63%	98.37%	0.00%	0.00%		
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL	
PEAK HR VOL :	4	0	8	0	0	0	0	0	0	430	6	0	10	494	0	0	952	
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.814	0.500	0.000	0.500	0.870	0.000	0.000	0.941	
	0.750								0.813				0.857					
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4%	0%	#DIV/0!	10%	6%	#DIV/0!	#DIV/0!	0.055	

National Data & Surveying Services Intersection Turning Movement Count

Location: CVS and Big Lots Dwy/Grand Un Plz & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-013
Date: 1/24/2023

Data - Total

NS/EW Streets:	CVS and Big Lots Dwy/Grand Un Plz				CVS and Big Lots Dwy/Grand Un Plz				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	3	55	0	0	0	67	1	0	127	
7:15 AM	0	0	0	0	2	0	1	0	5	70	0	0	0	66	2	0	146	
7:30 AM	0	0	0	0	1	0	2	0	1	77	0	0	0	100	1	0	182	
7:45 AM	0	0	0	0	0	0	0	0	7	75	0	0	0	78	0	0	160	615
8:00 AM	0	0	0	0	1	0	3	0	2	59	0	0	0	83	1	0	149	637
8:15 AM	0	0	0	0	1	0	6	0	3	66	0	0	0	88	4	0	168	659
8:30 AM	0	0	0	0	3	0	1	0	1	85	0	0	0	70	3	0	163	640
8:45 AM	0	0	0	0	6	0	5	0	7	80	0	0	0	88	6	0	192	672
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	14	0	19	0	29	567	0	0	0	640	18	0	1287
APPROACH %'s :					42.42%	0.00%	57.58%	0.00%	4.87%	95.13%	0.00%	0.00%	0.00%	97.26%	2.74%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	11	0	13	277	0	0	0	349	6	0	659
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.125	0.000	0.458	0.000	0.464	0.815	0.000	0.000	0.000	0.991	0.250	0.000	0.858
					0.318				0.833				0.944				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	33%	#DIV/0!	0%	#DIV/0!	8%	12%	#DIV/0!	#DIV/0!	#DIV/0!	9%	17%	#DIV/0!	0.105

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	12	0	22	0	17	77	0	0	0	87	15	0	230	
2:15 PM	0	0	0	0	9	0	19	0	18	73	0	0	0	83	19	0	221	
2:30 PM	0	0	0	0	20	0	21	0	15	78	0	0	0	92	17	0	243	
2:45 PM	0	0	0	0	15	0	19	0	17	79	0	0	0	67	14	0	211	905
3:00 PM	0	0	0	0	15	0	24	0	12	91	0	0	0	76	19	0	237	912
3:15 PM	0	0	0	0	12	0	10	0	10	100	0	0	0	110	16	0	258	949
3:30 PM	0	0	0	0	11	0	17	0	14	89	0	0	0	130	26	0	287	993
3:45 PM	0	0	0	0	16	0	20	0	12	120	0	0	0	90	23	0	281	1063
4:00 PM	0	0	0	0	17	0	22	0	18	87	0	0	0	100	21	0	265	1091
4:15 PM	0	0	0	0	18	0	26	0	13	82	0	0	0	101	20	0	260	1093
4:30 PM	0	0	0	0	16	0	12	0	20	102	0	0	0	80	13	0	243	1049
4:45 PM	0	0	0	0	16	0	18	0	33	100	0	0	0	108	29	0	304	1072
5:00 PM	0	0	0	0	22	0	30	0	16	70	0	0	0	90	24	0	252	1059
5:15 PM	0	0	0	0	16	0	17	0	11	86	0	0	0	101	12	0	243	1042
5:30 PM	0	0	0	0	13	0	16	1	19	100	0	0	0	102	25	0	276	1075
5:45 PM	0	0	0	0	13	0	21	0	23	78	0	0	0	78	16	0	229	1000
6:00 PM	0	0	0	0	25	0	14	0	13	69	0	0	0	64	20	0	205	953
6:15 PM	0	0	0	0	19	0	15	0	13	58	0	0	0	72	10	0	187	897
6:30 PM	0	0	0	0	10	0	13	0	8	62	0	0	0	51	13	0	157	778
6:45 PM	0	0	0	0	15	0	11	0	11	58	0	0	0	40	12	0	147	696
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	310	0	367	1	313	1659	0	0	0	1722	364	0	4736
APPROACH %'s :					45.72%	0.00%	54.13%	0.15%	15.87%	84.13%	0.00%	0.00%	0.00%	82.55%	17.45%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	62	0	85	0	57	378	0	0	0	421	90	0	1093
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.861	0.000	0.817	0.000	0.792	0.788	0.000	0.000	0.000	0.810	0.865	0.000	0.952
					0.835				0.824				0.819				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	2%	#DIV/0!	4%	4%	#DIV/0!	#DIV/0!	#DIV/0!	5%	1%	#DIV/0!	0.036

National Data & Surveying Services Intersection Turning Movement Count

Location: Railroad Ave/Abbotts Ct & Rte 212/Ulster Ave
City: Saugerties
Control: 2-Way Stop(NB/SB)

Project ID: 23-380001-012
Date: 1/24/2023

Data - Total

NS/EW Streets:	Railroad Ave/Abbotts Ct				Railroad Ave/Abbotts Ct				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	5	0	0	0	1	0	0	53	0	0	3	68	0	0	130
7:15 AM	0	0	12	0	0	0	0	0	0	74	0	0	1	66	0	0	153
7:30 AM	0	0	15	0	0	0	0	0	0	77	0	0	9	102	0	0	203
7:45 AM	0	0	15	0	1	0	0	0	0	78	0	0	5	79	0	0	178
8:00 AM	0	0	4	0	0	0	0	0	0	59	1	0	8	85	0	0	157
8:15 AM	0	0	11	0	0	0	0	0	0	64	2	0	10	90	0	0	177
8:30 AM	0	0	16	0	1	0	0	0	1	85	0	0	6	73	0	0	182
8:45 AM	1	0	17	0	0	0	0	0	0	88	1	0	4	95	0	0	206
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	95	0	2	0	1	0	1	578	4	0	46	658	0	0	1386
APPROACH %'s :	1.04%	0.00%	98.96%	0.00%	66.67%	0.00%	33.33%	0.00%	0.17%	99.14%	0.69%	0.00%	6.53%	93.47%	0.00%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	45	0	1	0	0	0	0	278	3	0	32	356	0	0	715
PEAK HR FACTOR :	0.000	0.000	0.662	0.000	0.250	0.000	0.000	0.000	0.000	0.790	0.375	0.000	0.800	0.937	0.000	0.000	0.881
	0.625				0.250				0.789				0.970				
HV%	#DIV/0!	#DIV/0!	9%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	10%	0%	#DIV/0!	3%	6%	#DIV/0!	#DIV/0!	0.077

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	15	0	0	0	0	0	0	87	1	0	1	101	0	0	206
2:15 PM	0	1	12	0	0	0	0	0	0	83	0	0	6	105	0	0	207
2:30 PM	1	0	23	0	0	0	0	0	0	97	0	0	9	108	0	0	238
2:45 PM	1	0	12	0	0	0	1	0	0	94	1	0	4	78	1	0	192
3:00 PM	0	0	8	0	0	0	0	0	1	100	1	0	3	97	0	0	210
3:15 PM	0	0	14	0	0	0	0	0	0	111	0	0	7	124	0	0	256
3:30 PM	2	1	13	0	1	0	0	0	0	105	1	0	9	155	0	0	287
3:45 PM	1	0	20	0	0	0	0	0	0	132	2	0	6	111	0	0	272
4:00 PM	0	0	21	0	0	0	0	0	0	105	1	0	5	123	1	0	256
4:15 PM	0	0	18	0	0	0	0	0	0	99	0	0	3	119	0	0	239
4:30 PM	0	0	15	0	0	0	0	0	0	113	2	0	9	93	0	0	232
4:45 PM	2	0	20	0	0	0	0	0	0	120	0	0	8	135	0	0	285
5:00 PM	2	0	16	0	0	0	0	0	0	90	2	0	13	113	0	0	236
5:15 PM	1	0	7	0	0	0	0	0	0	102	0	0	5	110	1	0	226
5:30 PM	0	0	12	0	0	0	0	0	0	110	0	0	2	128	0	0	252
5:45 PM	1	0	7	0	1	0	0	0	1	93	0	0	6	92	0	0	201
6:00 PM	2	0	8	0	0	0	0	0	0	90	1	0	3	82	0	0	186
6:15 PM	1	0	5	0	0	0	0	0	0	80	1	0	4	82	1	0	174
6:30 PM	0	0	6	0	0	0	0	0	0	71	0	0	3	65	0	0	145
6:45 PM	1	0	8	0	0	0	0	0	0	69	1	0	0	49	0	0	128
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	2	260	0	2	0	1	0	2	1951	14	0	106	2070	4	0	4428
APPROACH %'s :	5.76%	0.72%	93.53%	0.00%	66.67%	0.00%	33.33%	0.00%	0.10%	99.19%	0.71%	0.00%	4.86%	94.95%	0.18%	0.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	3	1	72	0	1	0	0	0	0	441	4	0	23	508	1	0	1054
PEAK HR FACTOR :	0.375	0.250	0.857	0.000	0.250	0.000	0.000	0.000	0.000	0.835	0.500	0.000	0.639	0.819	0.250	0.000	0.918
	0.905				0.250				0.830				0.811				
HV%	0%	0%	4%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4%	0%	#DIV/0!	4%	6%	0%	#DIV/0!	0.049

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 22-380048-007
Date: 12/6/2022

Data - Total

NS/EW Streets:	Market St					Market St					Ulster Ave					Ulster Ave							
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND				SOUTHBOUND2			
	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0				
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
7:00 AM	38	4	1	0	0	0	5	8	0	1	14	0	27	0	0	0	0	0	0	0	1	0	99
7:15 AM	35	9	0	0	0	0	9	12	0	0	36	0	32	0	0	0	0	0	0	0	0	0	133
7:30 AM	41	14	0	0	0	0	10	17	0	0	31	0	30	0	0	0	0	0	0	0	0	0	143
7:45 AM	76	10	2	0	0	0	7	19	0	0	12	0	47	0	0	0	0	0	0	0	0	0	173
8:00 AM	56	6	2	0	0	0	16	8	0	0	8	0	28	0	0	0	0	0	0	0	0	0	124
8:15 AM	55	9	1	0	0	0	12	11	0	0	20	0	44	0	0	0	0	0	0	0	0	0	152
8:30 AM	33	1	0	1	0	0	19	9	0	0	9	0	51	0	0	0	0	0	0	0	0	0	123
8:45 AM	73	13	0	0	0	0	15	9	0	0	18	0	46	0	0	0	0	0	0	0	0	0	174
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	407	66	6	1	0	0	93	93	0	1	148	0	305	0	0	0	0	0	0	0	1	0	1121
APPROACH %'s :	84.79%	13.75%	1.25%	0.21%	0.00%	0.00%	49.73%	49.73%	0.00%	0.53%	32.67%	0.00%	67.33%	0.00%	0.00%					0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																						TOTAL
PEAK HR VOL :	228	39	5	0	0	0	45	55	0	0	71	0	149	0	0	0	0	0	0	0	0	0	592
PEAK HR FACTOR :	0.750	0.696	0.625	0.000	0.000	0.000	0.703	0.724	0.000	0.000	0.573	0.000	0.793	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.855
			0.773					0.926					0.859										
HV%	6%	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	2%	15%	#DIV/0!	#DIV/0!	10%	#DIV/0!	11%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.076014

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND							
	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
2:00 PM	61	17	1	0	1	0	13	18	0	1	24	0	44	2	3	0	0	0	0	1	3	0	189
2:15 PM	56	17	0	0	1	0	17	23	0	0	25	0	45	0	1	0	0	0	0	0	1	0	186
2:30 PM	70	17	0	0	2	0	10	25	0	1	27	0	51	2	2	0	0	0	0	1	5	0	213
2:45 PM	54	19	0	0	1	0	15	17	0	1	16	0	39	0	2	0	0	0	0	1	2	1	168
3:00 PM	57	14	0	0	2	0	11	14	0	0	30	0	43	0	0	0	0	0	0	1	2	0	174
3:15 PM	60	14	0	0	0	0	20	27	0	1	20	0	51	1	2	0	0	0	0	2	1	0	199
3:30 PM	79	20	0	0	0	0	15	22	0	1	23	0	46	1	1	0	0	0	0	0	2	0	210
3:45 PM	63	18	0	0	3	0	16	18	0	1	24	0	54	0	1	0	0	0	0	0	2	0	200
4:00 PM	62	28	0	0	0	0	19	18	0	0	23	0	69	0	1	0	0	0	0	1	2	0	223
4:15 PM	62	21	1	0	0	0	13	17	0	1	29	0	52	0	0	0	0	0	0	0	1	0	197
4:30 PM	62	25	0	0	0	0	15	25	0	0	20	0	42	0	0	0	0	0	0	0	0	0	189
4:45 PM	62	13	0	0	0	0	17	21	0	1	14	0	61	0	0	0	0	0	0	0	1	0	190
5:00 PM	67	11	0	0	1	0	15	15	0	0	12	1	73	0	1	0	0	0	0	0	1	0	197
5:15 PM	55	18	0	0	2	0	12	7	0	0	14	0	46	0	1	0	0	0	0	0	3	1	159
5:30 PM	50	15	0	0	0	0	5	10	0	1	17	0	66	0	0	0	0	0	0	1	0	0	165
5:45 PM	48	7	0	0	1	0	10	12	0	1	19	0	42	0	1	0	0	0	0	2	1	0	144
6:00 PM	47	5	0	0	0	0	9	11	0	2	24	0	46	0	0	0	0	0	0	0	0	2	146
6:15 PM	38	12	0	0	0	0	16	7	0	0	15	0	33	0	1	0	0	0	0	0	0	0	122
6:30 PM	37	10	0	0	1	0	6	6	0	0	21	0	33	0	0	0	0	0	0	0	2	0	116
6:45 PM	38	7	0	0	1	0	1	7	0	0	12	0	39	0	0	0	0	0	0	1	0	0	106
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	1128	308	2	0	16	0	255	320	0	12	409	1	975	6	17	0	0	0	0	11	29	4	3493
APPROACH %'s :	77.58%	21.18%	0.14%	0.00%	1.10%	0.00%	43.44%	54.51%	0.00%	2.04%	29.05%	0.07%	69.25%	0.43%	1.21%					25.00%	65.91%	9.09%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :	266	87	1	0	3	0	63	75	0	3	99	0	221	1	3	0	0	0	0	1	7	0	830
PEAK HR FACTOR :	0.842	0.777	0.000	0.000	0.250	0.000	0.788	0.694	0.000	0.750	1.031	0.000	0.801	0.250	0.375	0.000	0.000	0.000	0.000	0.125	0.875	0.000	0.930
			0.902					0.734					0.871										
HV%	7%	0%	0%	#DIV/0!	0%	#DIV/0!	5%	5%	#DIV/0!	0%	8%	#DIV/0!	4%	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	0.051807

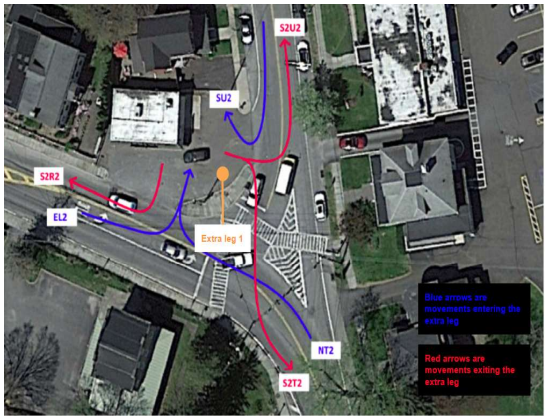
Explanation for extra leg 1 movements

Movements entering the extra leg

NT2	Movements coming from NB on Market St entering into the Extra Leg 1 (Smokers Choice Dwy)
SU2	Movements coming from SB on Market St entering into the Extra Leg 1 (Smokers Choice Dwy)
EL2	Movements coming from EB on Ulster Ave entering into the Extra Leg 1 (Smokers Choice Dwy)

Movements exiting the extra leg

S2U2	Movements exiting from Extra Leg 1 (Smokers Choice Dwy) entering into Market St heading NB
S2T2	Movements exiting from Extra Leg 1 (Smokers Choice Dwy) entering into Market St heading SB
S2R2	Movements exiting from Extra Leg 1 (Smokers Choice Dwy) entering into Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-014
Date: 1/24/2023

Data - Total

NS/EW Streets:	Market St				Market St				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	13	0	11	0	27	3	0	0	0	2	15	0	71
7:15 AM	0	0	0	0	24	0	13	0	27	5	0	0	0	1	22	0	92
7:30 AM	0	0	0	0	32	0	17	0	34	6	0	0	0	7	27	0	123
7:45 AM	0	0	0	0	11	0	24	0	38	5	1	0	0	6	32	0	117
8:00 AM	0	0	0	0	22	0	22	0	40	3	0	0	0	4	25	0	116
8:15 AM	0	0	0	0	26	0	22	0	35	7	0	0	0	5	27	0	122
8:30 AM	0	0	0	0	40	0	19	0	29	4	1	0	0	7	27	0	127
8:45 AM	0	0	0	0	46	0	24	0	47	7	0	0	0	6	51	0	181
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	214	0	152	0	277	40	2	0	0	38	226	0	949
APPROACH %'s :					58.47%	0.00%	41.53%	0.00%	86.83%	12.54%	0.63%	0.00%	0.00%	14.39%	85.61%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	134	0	87	0	151	21	1	0	0	22	130	0	546
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.728	0.000	0.906	0.000	0.803	0.750	0.250	0.000	0.000	0.786	0.637	0.000	0.754
					0.789				0.801				0.667				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	13%	#DIV/0!	8%	#DIV/0!	6%	10%	0%	#DIV/0!	#DIV/0!	9%	12%	#DIV/0!	0.095

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	25	2	29	0	26	8	1	0	0	5	42	0	138
2:15 PM	0	0	0	0	43	0	19	0	43	10	0	0	0	3	31	0	149
2:30 PM	0	0	0	0	46	1	24	0	38	9	0	0	1	15	44	0	178
2:45 PM	0	0	0	0	36	1	26	0	33	10	0	0	3	10	37	0	156
3:00 PM	0	0	0	0	45	1	26	0	37	9	0	0	0	10	43	0	171
3:15 PM	0	0	0	0	51	3	35	0	44	8	1	0	2	12	58	0	214
3:30 PM	0	0	0	0	40	2	33	0	56	7	1	0	1	11	67	0	218
3:45 PM	0	0	0	0	54	3	30	0	41	3	0	0	2	10	38	0	181
4:00 PM	0	0	0	0	43	2	45	0	46	6	0	0	1	8	43	0	194
4:15 PM	0	0	0	0	46	2	34	0	53	9	1	0	0	7	49	0	201
4:30 PM	0	0	0	0	44	3	32	0	40	8	0	0	0	6	40	0	173
4:45 PM	0	0	0	0	41	1	36	0	36	8	0	0	0	2	37	0	161
5:00 PM	0	0	0	0	39	1	51	0	32	9	1	0	0	9	48	0	190
5:15 PM	0	0	0	0	33	0	25	0	29	7	1	0	0	3	53	0	151
5:30 PM	0	0	0	0	25	0	34	0	42	4	1	0	1	8	40	0	155
5:45 PM	0	0	0	0	39	1	34	0	30	2	0	0	0	8	43	0	157
6:00 PM	0	0	0	0	30	0	20	0	33	8	2	0	2	9	30	0	134
6:15 PM	0	0	0	0	34	0	28	0	28	7	0	0	0	5	36	1	139
6:30 PM	0	0	0	0	26	0	14	1	31	2	0	0	0	7	21	0	102
6:45 PM	0	0	0	0	18	2	17	0	20	7	0	0	0	4	13	0	81
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	758	25	592	1	738	141	9	0	13	152	813	1	3243
APPROACH %'s :					55.09%	1.82%	43.02%	0.07%	83.11%	15.88%	1.01%	0.00%	1.33%	15.53%	83.04%	0.10%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	183	9	142	0	196	25	2	0	4	36	197	0	794
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.847	0.750	0.789	0.000	0.875	0.781	0.500	0.000	0.500	0.750	0.735	0.000	0.911
					0.928				0.871				0.750				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4%	0%	0%	#DIV/0!	3%	4%	0%	#DIV/0!	0%	3%	6%	#DIV/0!	0.034

National Data & Surveying Services Intersection Turning Movement Count

Location: Partition St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-016
Date: 1/24/2023

Data - Total

NS/EW Streets:	Partition St				Partition St				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	5	12	0	0	5	0	0	1	7	8	0	12	11	0	0	66
7:15 AM	6	3	17	0	0	11	1	0	0	18	9	0	15	20	1	0	101
7:30 AM	15	5	11	0	1	15	1	0	1	24	11	0	34	16	0	0	134
7:45 AM	12	8	11	0	0	10	0	0	1	9	8	0	16	22	0	0	97
8:00 AM	11	4	16	0	0	6	1	0	4	13	9	0	14	19	0	0	97
8:15 AM	12	9	20	0	0	7	0	0	0	15	15	0	10	18	1	0	107
8:30 AM	9	4	19	0	2	4	2	0	2	25	13	0	11	24	1	0	116
8:45 AM	18	6	11	0	1	16	1	0	2	27	26	0	24	39	4	0	175
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	88	44	117	0	4	74	6	0	11	138	99	0	136	169	7	0	893
APPROACH %'s :	35.34%	17.67%	46.99%	0.00%	4.76%	88.10%	7.14%	0.00%	4.44%	55.65%	39.92%	0.00%	43.59%	54.17%	2.24%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	50	23	66	0	3	33	4	0	8	80	63	0	59	100	6	0	495
PEAK HR FACTOR :	0.694	0.639	0.825	0.000	0.375	0.516	0.500	0.000	0.500	0.741	0.606	0.000	0.615	0.641	0.375	0.000	0.707
	0.848				0.556				0.686				0.616				
HV%	8%	0%	12%	#DIV/0!	0%	3%	0%	#DIV/0!	0%	13%	14%	#DIV/0!	2%	13%	0%	#DIV/0!	0.093

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	18	4	16	0	1	3	7	0	2	15	18	0	13	19	3	0	119
2:15 PM	22	10	17	0	1	10	1	0	3	19	31	0	22	15	1	0	152
2:30 PM	23	6	16	0	1	13	9	0	2	26	22	0	22	27	2	0	169
2:45 PM	23	5	24	0	0	10	3	0	0	23	25	0	14	21	0	0	148
3:00 PM	18	4	15	0	2	13	2	0	4	23	21	0	14	37	1	0	154
3:15 PM	34	9	15	0	3	10	1	0	3	29	26	0	18	35	1	0	184
3:30 PM	26	14	18	0	2	6	5	0	0	25	27	0	26	46	2	1	198
3:45 PM	18	16	13	0	0	9	3	0	6	19	25	1	22	32	1	0	165
4:00 PM	19	7	23	0	2	17	3	0	3	30	20	0	31	26	2	0	183
4:15 PM	22	5	21	0	2	12	4	0	1	19	33	0	26	31	1	0	177
4:30 PM	13	14	20	0	1	8	6	0	0	22	35	0	17	26	0	0	162
4:45 PM	20	11	21	0	2	9	5	0	3	18	25	0	22	20	1	0	157
5:00 PM	20	8	19	0	0	15	2	0	2	27	23	0	22	30	0	0	168
5:15 PM	23	7	15	0	0	9	2	0	3	18	14	0	22	29	0	0	142
5:30 PM	25	12	19	0	3	12	3	0	0	20	14	0	12	25	2	0	147
5:45 PM	24	10	16	0	0	10	5	0	4	21	13	0	9	18	0	0	130
6:00 PM	19	3	11	0	1	5	5	0	1	19	22	0	9	15	0	0	110
6:15 PM	23	7	19	0	0	8	2	0	4	15	20	0	13	21	0	0	132
6:30 PM	13	9	15	0	1	4	1	0	3	14	15	0	10	11	2	0	98
6:45 PM	8	4	11	0	1	7	1	0	3	15	10	0	15	6	1	0	82
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	411	165	344	0	23	190	70	0	47	417	439	1	359	490	20	1	2977
APPROACH %'s :	44.67%	17.93%	37.39%	0.00%	8.13%	67.14%	24.73%	0.00%	5.20%	46.13%	48.56%	0.11%	41.26%	56.32%	2.30%	0.11%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	85	42	75	0	6	44	15	0	10	93	105	1	105	135	6	1	723
PEAK HR FACTOR :	0.625	0.656	0.815	0.000	0.500	0.647	0.750	0.000	0.417	0.775	0.972	0.250	0.847	0.734	0.750	0.250	0.913
	0.871				0.739				0.901				0.823				
HV%	6%	0%	4%	#DIV/0!	0%	0%	7%	#DIV/0!	30%	4%	1%	0%	4%	5%	0%	0%	0.039

National Data & Surveying Services Intersection Turning Movement Count

Location: NYS Route 32 & Augusta Savage Rd/I 87 SB Exit/Entrance Ramps
City: Saugerties
Control: Signalized

Project ID: 22-380048-005
Date: 12/6/2022

Data - Total

NS/EW Streets:	NYS Route 32				NYS Route 32				Augusta Savage Rd/I 87 SB Exit/Entrance Ramps				Augusta Savage Rd/I 87 SB Exit/Entrance Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	35	20	0	30	54	0	0	0	0	0	0	18	0	3	0	162
7:15 AM	1	57	34	0	55	69	0	0	1	0	0	0	15	1	5	0	238
7:30 AM	0	42	25	0	49	81	0	0	0	0	0	0	24	1	1	0	223
7:45 AM	0	50	20	0	38	85	1	0	0	1	0	0	25	1	3	0	224
8:00 AM	0	44	31	0	49	75	1	0	0	0	0	0	25	0	3	0	228
8:15 AM	4	48	21	0	38	71	1	0	0	0	0	0	27	1	3	0	214
8:30 AM	1	60	22	0	48	72	1	0	0	0	0	0	27	1	1	0	233
8:45 AM	1	65	27	0	29	59	0	0	0	1	1	0	20	2	2	0	207
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	401	200	0	336	566	4	0	1	2	1	0	181	7	21	0	1729
APPROACH %'s :	1.48%	65.74%	32.79%	0.00%	37.09%	62.47%	0.44%	0.00%	25.00%	50.00%	25.00%	0.00%	86.60%	3.35%	10.05%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	184	97	0	174	312	3	0	0	1	0	0	101	3	10	0	889
PEAK HR FACTOR :	1.000	0.807	0.713	0.000	0.791	0.918	0.750	0.000	0.000	0.250	0.000	0.000	1.010	0.750	0.500	0.000	0.975
		0.774				0.940				0.250				0.983			
HV%	0%	12%	8%	#DIV/0!	4%	7%	0%	#DIV/0!	#DIV/0!	100%	#DIV/0!	#DIV/0!	17%	100%	20%	#DIV/0!	0.093

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	82	13	0	23	50	0	0	0	0	0	0	18	0	2	0	188
2:15 PM	0	61	17	0	22	50	2	0	0	0	0	0	18	0	2	0	172
2:30 PM	2	75	19	0	21	55	0	0	0	0	1	0	21	0	6	0	200
2:45 PM	0	73	26	0	27	47	0	0	0	0	0	0	19	0	3	0	195
3:00 PM	2	96	19	0	21	53	2	0	0	0	0	0	28	0	4	0	225
3:15 PM	0	91	20	0	19	51	1	0	0	0	0	0	20	0	4	0	206
3:30 PM	1	104	34	0	23	54	0	0	0	0	1	0	31	0	5	0	253
3:45 PM	0	116	13	0	22	52	0	0	0	0	0	0	26	0	3	0	232
4:00 PM	0	124	17	0	22	58	1	0	0	1	0	0	25	1	3	0	252
4:15 PM	0	117	17	0	29	63	0	0	1	0	0	0	30	0	7	0	264
4:30 PM	3	99	16	0	30	48	2	0	0	0	0	0	34	0	2	0	234
4:45 PM	1	115	14	0	24	67	0	0	0	0	1	0	34	0	5	0	261
5:00 PM	2	114	16	0	16	46	1	0	0	0	0	0	30	0	1	0	226
5:15 PM	0	144	26	0	17	42	1	0	0	0	0	0	31	3	6	0	270
5:30 PM	0	116	14	0	22	47	1	0	1	0	0	0	32	0	7	0	240
5:45 PM	0	86	8	0	12	38	1	0	0	0	0	0	42	1	2	0	190
6:00 PM	2	58	11	0	21	36	0	0	0	0	0	0	29	0	3	0	160
6:15 PM	1	72	11	0	12	30	1	0	0	0	0	0	22	0	5	0	154
6:30 PM	2	63	11	0	7	29	0	0	1	0	0	0	27	0	3	0	143
6:45 PM	1	62	7	0	9	20	0	0	0	0	0	0	21	0	1	0	121
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	1868	329	0	399	936	13	0	3	1	3	0	538	5	74	0	4186
APPROACH %'s :	0.77%	84.37%	14.86%	0.00%	29.60%	69.44%	0.96%	0.00%	42.86%	14.29%	42.86%	0.00%	87.20%	0.81%	11.99%	0.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	1	461	81	0	96	227	1	0	1	1	1	0	112	1	18	0	1001
PEAK HR FACTOR :	0.083	0.929	1.191	0.000	0.800	0.847	0.125	0.000	0.250	0.250	0.250	0.000	0.824	0.250	0.643	0.000	0.948
		0.963				0.880				0.750				0.840			
HV%	0%	5%	11%	#DIV/0!	7%	4%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	7%	0%	11%	#DIV/0!	0.057

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-009
Date: 1/24/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32				Old Rte 32				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	33	0	0	0	97	0	0	0	0	2	0	0	0	0	0	132
7:15 AM	1	53	0	0	0	109	0	0	0	0	1	0	0	0	0	0	164
7:30 AM	3	61	0	0	0	104	0	0	0	0	2	0	0	0	0	0	170
7:45 AM	1	72	0	0	0	103	0	0	0	0	1	0	0	0	0	0	177
8:00 AM	2	68	0	0	0	114	0	0	0	0	0	0	0	0	0	0	184
8:15 AM	0	79	0	0	0	118	0	0	0	0	2	0	0	0	0	0	199
8:30 AM	2	93	0	0	0	119	0	0	0	0	1	0	0	0	0	0	215
8:45 AM	0	75	0	0	0	104	0	0	0	0	1	0	0	0	0	0	180
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	534	0	0	0	868	0	0	0	0	10	0	0	0	0	0	1421
APPROACH %'s :	1.66%	98.34%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	315	0	0	0	455	0	0	0	0	4	0	0	0	0	0	778
PEAK HR FACTOR :	0.500	0.847	0.000	0.000	0.000	0.956	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.905
	0.839				0.956				0.500								
HV%	0%	6%	#DIV/0!	#DIV/0!	#DIV/0!	7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	25%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.068

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	74	0	0	0	90	0	0	0	0	4	0	0	0	0	0	170
2:15 PM	0	78	0	0	0	85	2	0	0	0	0	0	0	0	0	0	165
2:30 PM	1	80	0	0	0	104	0	0	0	0	2	0	0	0	0	0	187
2:45 PM	0	87	0	0	0	109	0	0	0	0	0	0	0	0	0	0	196
3:00 PM	2	119	0	0	0	121	0	0	0	0	0	0	0	0	0	0	242
3:15 PM	0	99	0	0	0	103	0	0	0	0	4	0	0	0	0	0	206
3:30 PM	2	99	0	0	0	116	0	0	0	0	3	0	0	0	0	0	220
3:45 PM	2	110	0	0	0	113	0	0	0	0	4	0	0	0	0	0	229
4:00 PM	2	122	0	0	0	119	0	0	1	0	1	0	0	0	0	0	245
4:15 PM	0	123	0	0	0	110	0	0	0	0	3	0	0	0	0	0	236
4:30 PM	0	112	0	0	0	119	0	0	0	0	2	0	0	0	0	0	233
4:45 PM	0	145	0	0	0	119	1	0	0	0	1	0	0	0	0	0	266
5:00 PM	0	123	0	0	0	121	2	0	1	0	3	0	0	0	0	0	250
5:15 PM	1	137	0	0	0	97	0	0	0	0	0	0	0	0	0	0	235
5:30 PM	0	137	0	0	0	80	0	0	0	0	1	0	0	0	0	0	218
5:45 PM	1	106	0	0	0	49	0	0	0	0	4	0	0	0	0	0	160
6:00 PM	1	88	0	0	0	55	0	0	0	0	1	0	0	0	0	0	145
6:15 PM	1	72	0	0	0	45	0	0	1	0	1	0	0	0	0	0	120
6:30 PM	0	59	0	0	0	44	0	0	1	0	1	0	0	0	0	0	105
6:45 PM	1	67	0	0	0	46	0	0	0	0	1	0	0	0	0	0	115
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	2037	0	0	0	1845	5	0	4	0	36	0	0	0	0	0	3943
APPROACH %'s :	0.78%	99.22%	0.00%	0.00%	0.00%	99.73%	0.27%	0.00%	10.00%	0.00%	90.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	503	0	0	0	469	3	0	1	0	9	0	0	0	0	0	985
PEAK HR FACTOR :	0.000	0.867	0.000	0.000	0.000	0.969	0.375	0.000	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.926
	0.867				0.959				0.625								
HV%	#DIV/0!	3%	#DIV/0!	#DIV/0!	#DIV/0!	3%	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.030

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Mower Mill Rd
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-010
Date: 1/24/2023

Data - Total

NS/EW Streets: Rte 32 | Rte 32 | Mower Mill Rd | Mower Mill Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	31	0	0	0	102	0	0	0	0	0	0	0	0	0	0	133	
7:15 AM	1	58	0	0	0	109	0	0	0	0	1	0	0	0	0	0	169	
7:30 AM	0	68	0	0	0	111	1	0	0	0	0	0	0	0	0	0	180	
7:45 AM	1	74	0	0	0	99	0	0	0	0	1	0	0	0	0	0	175	657
8:00 AM	1	65	0	0	0	106	0	0	0	0	3	0	0	0	0	0	175	699
8:15 AM	0	84	0	0	0	126	0	0	0	0	0	0	0	0	0	0	210	740
8:30 AM	1	84	0	0	0	109	0	0	0	0	1	0	0	0	0	0	195	755
8:45 AM	0	80	0	0	0	104	0	0	0	0	0	0	0	0	0	0	184	764
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	4	544	0	0	0	866	1	0	0	0	6	0	0	0	0	0	1421	
APPROACH %'s :	0.73%	99.27%	0.00%	0.00%	0.00%	99.88%	0.12%	0.00%	0.00%	0.00%	100.00%	0.00%						
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :	2	313	0	0	0	445	0	0	0	0	4	0	0	0	0	0	764	
PEAK HR FACTOR :	0.500	0.932	0.000	0.000	0.000	0.883	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.881	
		0.926				0.883				0.333								
HV%	50%	6%	#DIV/0!	#DIV/0!	#DIV/0!	7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	50%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.071	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	71	0	0	0	83	1	0	0	0	2	0	0	0	0	0	158	
2:15 PM	1	74	0	0	0	84	1	0	0	0	2	0	0	0	0	0	162	
2:30 PM	1	78	0	0	0	104	0	0	1	0	1	0	0	0	0	0	185	
2:45 PM	1	86	0	0	0	114	0	0	0	0	1	0	0	0	0	0	202	707
3:00 PM	3	108	0	0	0	115	1	0	0	0	2	0	0	0	0	0	229	778
3:15 PM	1	98	0	0	0	100	0	0	0	0	1	0	0	0	0	0	200	816
3:30 PM	0	96	0	0	0	131	0	0	1	0	0	0	0	0	0	0	228	859
3:45 PM	0	106	0	0	0	97	0	0	0	0	0	0	0	0	0	0	203	860
4:00 PM	1	125	0	0	0	113	1	0	0	0	1	0	0	0	0	0	241	872
4:15 PM	0	115	0	0	0	116	0	0	1	0	1	0	0	0	0	0	233	905
4:30 PM	1	118	0	0	0	130	1	0	0	0	1	0	0	0	0	0	251	928
4:45 PM	1	141	0	0	0	113	0	0	0	0	1	0	0	0	0	0	256	981
5:00 PM	0	125	0	0	0	114	0	0	0	0	0	0	0	0	0	0	239	979
5:15 PM	0	135	0	0	0	96	0	0	0	0	2	0	0	0	0	0	233	979
5:30 PM	2	122	0	0	0	79	1	0	0	0	1	0	0	0	0	0	205	933
5:45 PM	1	116	0	0	0	45	0	0	0	0	1	0	0	0	0	0	163	840
6:00 PM	0	83	0	0	0	58	0	0	0	0	1	0	0	0	0	0	142	743
6:15 PM	0	75	0	0	0	41	0	0	0	0	1	0	0	0	0	0	117	627
6:30 PM	1	56	0	0	0	43	0	0	0	0	0	0	0	0	0	0	100	522
6:45 PM	1	68	0	0	0	44	0	0	1	0	1	0	0	0	0	0	115	474
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	16	1996	0	0	0	1820	6	0	4	0	20	0	0	0	0	0	3862	
APPROACH %'s :	0.80%	99.20%	0.00%	0.00%	0.00%	99.67%	0.33%	0.00%	16.67%	0.00%	83.33%	0.00%						
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	3	499	0	0	0	472	2	0	1	0	4	0	0	0	0	0	981	
PEAK HR FACTOR :	0.750	0.885	0.000	0.000	0.000	0.908	0.500	0.000	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.958	
		0.884				0.905				0.625								
HV%	0%	3%	#DIV/0!	#DIV/0!	#DIV/0!	4%	0%	#DIV/0!	0%	#DIV/0!	25%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.034	

National Data & Surveying Services Intersection Turning Movement Count

Location: NYS Route 32 & Hommelville Rd/Peoples Rd
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 22-380048-006
Date: 12/6/2022

Data - Total

NS/EW Streets:	NYS Route 32				NYS Route 32				Hommelville Rd/Peoples Rd				Hommelville Rd/Peoples Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	29	2	0	11	83	0	0	0	2	2	0	1	0	1	0	131
7:15 AM	1	48	5	0	29	117	0	0	0	3	2	0	3	0	6	0	214
7:30 AM	0	37	4	0	18	117	1	0	0	4	5	0	4	1	9	0	200
7:45 AM	1	47	1	0	20	99	0	0	0	0	4	0	5	2	3	0	182
8:00 AM	3	40	2	0	15	126	0	0	0	3	3	0	5	3	6	0	206
8:15 AM	1	46	4	0	7	99	0	0	0	4	2	0	2	1	4	0	170
8:30 AM	0	49	3	0	9	100	0	0	0	2	6	0	3	0	3	0	175
8:45 AM	1	60	1	0	12	74	0	0	0	0	6	0	0	0	2	0	156
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	356	22	0	121	815	1	0	0	18	30	0	23	7	34	0	1434
APPROACH %'s :	1.82%	92.47%	5.71%	0.00%	12.91%	86.98%	0.11%	0.00%	0.00%	37.50%	62.50%	0.00%	35.94%	10.94%	53.13%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	172	12	0	82	459	1	0	0	10	14	0	17	6	24	0	802
PEAK HR FACTOR :	0.417	0.896	0.600	0.000	0.707	0.911	0.250	0.000	0.000	0.625	0.700	0.000	0.850	0.500	0.667	0.000	0.937
		0.875				0.928				0.667				0.839			
HV%	40%	15%	17%	#DIV/0!	1%	5%	0%	#DIV/0!	#DIV/0!	10%	0%	#DIV/0!	0%	17%	8%	#DIV/0!	0.072

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	78	0	0	1	72	1	0	1	1	2	0	2	1	3	0	162
2:15 PM	2	51	2	0	6	54	0	0	0	3	4	0	4	2	2	0	130
2:30 PM	5	64	1	0	2	65	1	0	0	1	1	0	9	2	15	0	166
2:45 PM	1	76	0	0	2	65	1	0	0	0	1	0	3	2	9	0	160
3:00 PM	2	81	5	0	12	54	0	0	0	3	1	0	4	1	13	0	176
3:15 PM	6	87	2	0	6	70	0	0	0	2	2	0	1	1	3	0	180
3:30 PM	5	90	3	0	6	62	0	0	0	5	2	0	5	6	6	0	190
3:45 PM	4	106	1	0	7	72	0	0	0	3	2	0	1	2	5	0	203
4:00 PM	6	120	0	0	5	73	0	0	0	2	1	0	4	0	9	0	220
4:15 PM	4	120	6	0	7	72	2	0	0	2	1	0	6	1	16	0	237
4:30 PM	6	96	2	0	3	80	0	0	1	3	1	0	2	0	6	0	200
4:45 PM	2	107	5	0	5	77	1	0	0	1	0	0	4	1	11	0	214
5:00 PM	2	121	1	0	8	60	0	0	0	0	1	0	1	3	9	0	206
5:15 PM	5	119	1	0	3	44	1	0	0	1	3	0	0	0	11	0	188
5:30 PM	2	121	0	0	8	64	0	0	1	1	2	0	1	1	5	0	206
5:45 PM	6	75	3	0	7	51	1	0	0	4	3	0	4	0	4	0	158
6:00 PM	2	57	2	0	7	48	0	0	0	4	0	0	3	0	2	0	125
6:15 PM	2	65	0	0	13	39	0	0	0	0	2	0	4	1	3	0	129
6:30 PM	1	74	1	0	4	34	1	0	0	2	0	0	0	0	2	0	119
6:45 PM	1	60	0	0	5	25	0	0	1	0	0	0	2	1	3	0	98
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	64	1768	35	0	117	1181	9	0	4	38	29	0	60	25	137	0	3467
APPROACH %'s :	3.43%	94.70%	1.87%	0.00%	8.95%	90.36%	0.69%	0.00%	5.63%	53.52%	40.85%	0.00%	27.03%	11.26%	61.71%	0.00%	
FORCED PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	19	436	10	0	25	279	2	0	0	12	6	0	16	9	36	0	850
PEAK HR FACTOR :	0.792	0.908	0.417	0.000	0.893	0.872	0.250	0.000	0.000	1.000	1.500	0.000	0.667	2.250	0.563	0.000	0.897
		0.894				0.922				0.900				0.663			
HV%	0%	6%	10%	#DIV/0!	12%	5%	0%	#DIV/0!	#DIV/0!	17%	17%	#DIV/0!	6%	11%	3%	#DIV/0!	0.055

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Kings Hwy
City: Saugerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-017
Date: 1/24/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Kings Hwy				Old Kings Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	21	7	0	0	86	0	0	0	0	0	0	20	0	0	0	134
7:15 AM	0	37	14	0	0	114	0	0	0	0	0	0	21	0	0	0	186
7:30 AM	0	53	16	0	0	91	0	0	0	0	0	0	26	0	0	0	186
7:45 AM	0	59	11	0	0	78	0	0	0	0	0	0	24	0	0	0	172
8:00 AM	0	62	6	0	0	99	0	0	0	0	0	0	15	0	0	0	182
8:15 AM	0	59	18	0	0	97	0	0	0	0	0	0	25	0	2	0	201
8:30 AM	0	74	16	0	0	92	0	0	0	0	0	0	24	0	0	0	206
8:45 AM	0	69	6	0	0	81	0	0	0	0	0	0	26	0	0	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	434	94	0	0	738	0	0	0	0	0	0	181	0	2	0	1449
APPROACH %'s :	0.00%	82.20%	17.80%	0.00%	0.00%	100.00%	0.00%	0.00%					98.91%	0.00%	1.09%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	233	51	0	0	365	0	0	0	0	0	0	90	0	2	0	741
PEAK HR FACTOR :	0.000	0.787	0.708	0.000	0.000	0.922	0.000	0.000	0.000	0.000	0.000	0.000	0.865	0.000	0.250	0.000	0.922
	0.789				0.922								0.852				
HV%	#DIV/0!	7%	16%	#DIV/0!	#DIV/0!	5%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7%	#DIV/0!	0%	#DIV/0!	0.066

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	63	12	0	0	81	0	0	0	0	0	0	11	0	0	0	167
2:15 PM	0	53	21	0	0	73	0	0	0	0	0	0	15	0	0	0	162
2:30 PM	0	65	13	0	0	86	0	0	0	0	0	0	22	0	0	0	186
2:45 PM	0	69	15	0	0	98	0	0	0	0	0	0	14	0	0	0	196
3:00 PM	0	72	33	0	0	85	0	0	0	0	0	0	16	0	0	0	206
3:15 PM	0	83	21	0	0	94	0	0	0	0	0	0	17	0	0	0	215
3:30 PM	0	77	21	0	2	96	0	0	0	0	0	0	32	0	0	0	228
3:45 PM	0	86	21	0	0	80	0	0	0	0	0	0	13	0	0	0	200
4:00 PM	0	93	23	0	0	88	0	0	0	0	0	0	32	0	0	0	236
4:15 PM	0	96	22	0	0	101	0	0	0	0	0	0	21	0	0	0	240
4:30 PM	0	110	28	0	0	102	0	0	0	0	0	0	28	0	0	0	268
4:45 PM	0	112	31	0	0	91	0	0	0	0	0	0	19	0	0	0	253
5:00 PM	0	109	21	0	0	85	0	0	0	0	0	0	25	0	0	0	240
5:15 PM	0	100	39	0	0	70	0	0	0	0	0	0	20	0	1	0	230
5:30 PM	0	97	24	0	0	75	0	0	0	0	0	0	15	0	0	0	211
5:45 PM	0	89	26	0	0	41	0	0	0	0	0	0	5	0	0	0	161
6:00 PM	0	68	17	0	0	45	0	0	0	0	0	0	14	0	0	0	144
6:15 PM	0	63	13	0	0	43	0	0	0	0	0	0	6	0	0	0	125
6:30 PM	0	47	8	0	0	39	0	0	0	0	0	0	9	0	0	0	103
6:45 PM	0	50	22	0	0	38	0	0	0	0	0	0	4	0	0	0	114
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1602	431	0	2	1511	0	0	0	0	0	0	338	0	1	0	3885
APPROACH %'s :	0.00%	78.80%	21.20%	0.00%	0.13%	99.87%	0.00%	0.00%					99.71%	0.00%	0.29%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	427	102	0	0	379	0	0	0	0	0	0	93	0	0	0	1001
PEAK HR FACTOR :	0.000	0.953	0.823	0.000	0.000	0.929	0.000	0.000	0.000	0.000	0.000	0.000	0.830	0.000	0.000	0.000	0.934
	0.925				0.929								0.830				
HV%	#DIV/0!	1%	6%	#DIV/0!	#DIV/0!	3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3%	#DIV/0!	#DIV/0!	#DIV/0!	0.028

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32/Malden Turnpike
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 23-380001-023
Date: 1/24/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32/Malden Turnpike				Old Rte 32/Malden Turnpike				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	21	0	0	6	85	0	0	0	0	1	0	0	0	6	0	119
7:15 AM	0	31	0	0	14	117	0	0	0	0	0	0	0	0	5	0	167
7:30 AM	0	50	0	0	15	93	0	0	0	0	0	0	1	0	7	0	166
7:45 AM	0	63	0	0	15	78	0	0	0	1	0	0	0	0	10	0	167
8:00 AM	0	61	0	0	5	90	0	0	0	0	4	0	0	0	6	0	166
8:15 AM	0	62	0	0	9	97	0	0	0	0	0	0	0	0	8	0	176
8:30 AM	0	72	0	0	18	92	0	0	0	0	1	0	0	0	10	0	193
8:45 AM	0	69	0	0	6	79	0	0	0	2	0	0	0	0	3	0	159
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	429	0	0	88	731	0	0	0	3	6	0	1	0	55	0	1313
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	10.74%	89.26%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	1.79%	0.00%	98.21%	0.00%	
FORCED PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	236	0	0	44	358	0	0	0	1	4	0	1	0	31	0	675
PEAK HR FACTOR :	0.000	0.819	0.000	0.000	0.611	0.923	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.775	0.000	0.959
	0.819				0.914				0.313				0.800				
HV%	#DIV/0!	7%	#DIV/0!	#DIV/0!	5%	5%	#DIV/0!	#DIV/0!	#DIV/0!	100%	25%	#DIV/0!	100%	#DIV/0!	13%	#DIV/0!	0.064

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	62	0	0	11	81	0	0	0	0	0	0	0	0	5	0	159
2:15 PM	0	55	0	0	4	70	0	0	0	0	1	0	0	0	3	0	133
2:30 PM	1	63	0	0	7	88	0	0	0	0	0	0	0	0	16	0	175
2:45 PM	0	68	1	0	7	97	0	0	0	0	0	0	0	0	19	0	192
3:00 PM	2	68	0	0	11	84	1	0	0	0	0	0	0	0	9	0	175
3:15 PM	0	82	0	0	6	93	0	0	0	0	2	0	2	1	10	0	196
3:30 PM	0	77	0	0	13	96	0	0	0	0	1	0	0	0	33	0	220
3:45 PM	0	84	0	0	11	77	0	0	0	0	0	0	1	0	11	0	184
4:00 PM	0	91	1	0	11	88	0	0	0	0	0	0	0	1	15	0	207
4:15 PM	0	94	1	0	19	99	0	0	0	0	0	0	1	0	16	0	230
4:30 PM	0	102	0	0	12	103	0	0	0	0	0	0	0	1	23	0	241
4:45 PM	1	114	0	0	11	89	1	0	0	0	0	0	0	0	16	0	232
5:00 PM	0	111	0	0	12	85	0	0	0	0	0	0	0	0	21	0	229
5:15 PM	0	103	0	0	8	73	0	0	0	0	0	0	0	0	16	0	200
5:30 PM	0	96	0	0	4	71	0	0	0	0	0	0	1	0	10	0	182
5:45 PM	1	87	0	0	5	42	0	0	0	0	0	0	0	0	7	0	142
6:00 PM	2	68	0	0	6	43	0	0	0	0	1	0	0	1	9	0	130
6:15 PM	1	60	0	0	3	44	0	0	0	0	0	0	0	0	8	0	116
6:30 PM	0	50	0	0	1	37	0	0	0	0	1	0	0	0	8	0	97
6:45 PM	0	53	0	0	2	37	0	0	0	0	0	0	0	0	5	0	97
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	1588	3	0	164	1497	2	0	0	0	6	0	5	4	260	0	3537
APPROACH %'s :	0.50%	99.31%	0.19%	0.00%	9.86%	90.02%	0.12%	0.00%	0.00%	0.00%	100.00%	0.00%	1.86%	1.49%	96.65%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	421	1	0	54	376	1	0	0	0	0	0	1	1	76	0	932
PEAK HR FACTOR :	0.250	0.923	0.250	0.000	0.711	0.913	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.826	0.000	0.967
	0.920				0.913				0.000				0.813				
HV%	0%	2%	0%	#DIV/0!	7%	3%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	7%	#DIV/0!	0.032

National Data & Surveying Services Intersection Turning Movement Count

Location: Harry Wells Rd & Buffalo Rd
City: Saugerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-018
Date: 1/24/2023

Data - Total

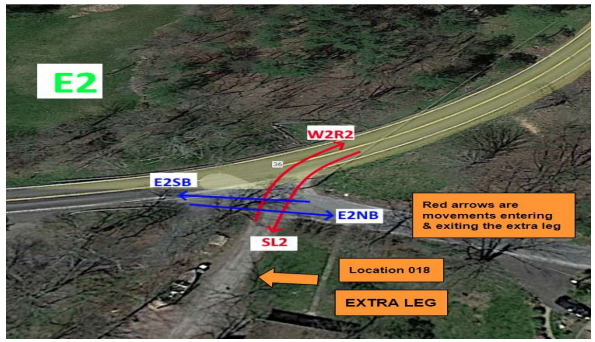
NS/EW Streets:	Harry Wells Rd				Harry Wells Rd					Buffalo Rd				Buffalo Rd					
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				WESTBOUND2	
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
7:00 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	3	0	1	0	0	22
7:15 AM	0	9	0	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	17
7:30 AM	0	8	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	21
7:45 AM	0	6	2	0	0	17	0	0	0	0	0	0	0	4	0	1	0	0	30
8:00 AM	0	7	1	0	0	9	0	0	0	0	0	0	0	3	0	0	0	0	20
8:15 AM	0	6	0	0	0	25	0	0	0	0	0	0	0	1	0	1	0	0	33
8:30 AM	0	35	4	0	0	20	0	0	0	0	0	0	0	5	0	2	0	0	66
8:45 AM	0	6	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
TOTAL VOLUMES :	0	86	9	0	0	104	0	0	0	0	0	0	0	17	0	6	0	2	224
APPROACH %'s :	0.00%	90.53%	9.47%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					73.91%	0.00%	26.09%	0.00%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM																		TOTAL
PEAK HR VOL :	0	54	7	0	0	71	0	0	0	0	0	0	0	13	0	4	0	0	149
PEAK HR FACTOR :	0.000	0.386	0.438	0.000	0.000	0.710	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.500	0.000	0.000	0.564
		0.391					0.710									0.607			
HV%	#DIV/0!	17%	0%	#DIV/0!	#DIV/0!	14%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	0.127517

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
2:00 PM	0	10	3	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	23
2:15 PM	0	8	2	0	2	13	0	0	0	0	0	0	0	3	0	0	0	0	28
2:30 PM	0	7	1	0	1	19	0	0	0	0	0	0	0	3	0	3	0	1	35
2:45 PM	0	27	4	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	42
3:00 PM	0	15	1	0	0	8	0	0	0	0	0	0	0	1	0	2	0	0	27
3:15 PM	0	10	1	0	1	9	0	0	0	0	0	0	0	0	0	2	0	0	23
3:30 PM	0	14	1	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	28
3:45 PM	0	15	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	25
4:00 PM	0	10	2	0	1	10	0	0	0	0	0	0	0	2	0	0	0	0	25
4:15 PM	0	15	4	0	0	11	0	0	0	0	0	0	0	1	0	3	0	0	34
4:30 PM	0	15	6	0	1	9	0	0	0	0	0	0	0	1	0	2	0	0	34
4:45 PM	0	14	3	0	1	14	0	0	0	0	0	0	0	2	0	0	0	1	35
5:00 PM	0	15	0	0	2	10	0	0	0	0	0	0	0	0	0	4	0	0	31
5:15 PM	0	16	3	0	1	10	0	0	0	0	0	0	0	4	0	1	0	0	35
5:30 PM	0	13	3	0	3	7	0	0	0	0	0	0	0	1	0	0	0	0	27
5:45 PM	0	8	3	0	2	9	0	0	0	0	0	0	0	2	0	0	0	0	24
6:00 PM	0	6	1	0	1	4	0	0	0	0	0	0	0	3	0	0	0	0	15
6:15 PM	0	8	1	0	1	6	0	0	0	0	0	0	0	3	0	0	0	0	19
6:30 PM	0	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	14
6:45 PM	0	6	0	0	1	5	0	0	0	0	0	0	0	2	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
TOTAL VOLUMES :	0	236	42	1	19	191	0	0	0	0	0	0	0	30	0	17	0	2	538
APPROACH %'s :	0.00%	84.59%	15.05%	0.36%	9.05%	90.95%	0.00%	0.00%	0.00%					63.83%	0.00%	36.17%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	0	60	12	0	5	43	0	0	0	0	0	0	0	7	0	7	0	1	135
PEAK HR FACTOR :	0.000	0.938	0.500	0.000	0.625	0.768	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.438	0.000	0.250	0.964
		0.857					0.800									0.700			
HV%	#DIV/0!	7%	0%	#DIV/0!	0%	5%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	29%	#DIV/0!	0%	0.059259

Explanations for extra leg movements

Movements entering the extra leg
SL2 Movements coming from NB on Harry Wells Rd Dwy entering into the extra leg (8 Buffalo Rd)

Movements exiting the extra leg
W2R2 Movements exiting from extra leg (8 Buffalo Rd) entering into Harry Wells Rd heading NB



National Data & Surveying Services Intersection Turning Movement Count

Location: Blue Mountain Rd & Saugerties-Woodstock Rd/Rte 212
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-008
Date: 1/20/2023

Data - Total

NS/EW Streets:	Blue Mountain Rd				Blue Mountain Rd				Saugerties-Woodstock Rd/Rte 212				Saugerties-Woodstock Rd/Rte 212					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	0	0	0	0	27	0	11	0	9	23	0	0	1	46	35	0	152	
3:15 PM	0	0	0	0	30	0	5	0	5	38	0	0	0	36	24	0	138	
3:30 PM	0	0	0	0	21	0	7	0	8	53	0	0	0	44	31	0	164	
3:45 PM	0	1	0	0	35	0	7	0	14	42	0	0	0	41	30	0	170	624
4:00 PM	0	0	0	0	19	0	4	0	6	30	0	0	0	62	43	0	164	636
4:15 PM	0	0	1	0	15	0	4	0	6	39	0	0	1	25	35	0	126	624
4:30 PM	0	0	0	0	20	0	7	0	13	41	0	0	0	47	35	0	163	623
4:45 PM	0	0	0	0	25	0	5	0	10	39	0	0	0	44	38	0	161	614
5:00 PM	0	0	1	0	13	0	11	0	7	32	0	0	0	49	42	0	155	605
5:15 PM	0	1	0	0	16	0	6	0	9	53	1	0	0	61	32	0	179	658
5:30 PM	0	0	0	0	17	0	6	0	4	36	0	0	0	41	42	0	146	641
5:45 PM	0	0	1	0	20	1	2	0	3	34	0	0	1	40	35	0	137	617
6:00 PM	0	0	0	0	19	0	3	0	8	32	0	0	0	27	30	0	119	581
6:15 PM	0	0	0	0	17	0	5	0	2	36	0	0	3	40	18	0	121	523
6:30 PM	0	0	1	0	9	2	1	0	1	21	0	0	1	19	11	0	66	443
6:45 PM	0	0	0	0	14	1	4	0	1	26	0	0	0	30	13	0	89	395
7:00 PM	0	0	1	0	9	1	5	0	2	17	1	0	2	28	20	0	86	362
7:15 PM	0	0	1	0	9	0	2	0	2	8	0	0	2	24	24	0	72	313
7:30 PM	0	1	0	0	4	0	2	0	4	12	0	0	0	27	14	0	64	311
7:45 PM	0	0	0	0	3	0	3	0	3	12	0	0	0	18	17	0	56	278
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	3	6	0	342	5	100	0	117	624	2	0	11	749	569	0	2528	
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	76.51%	1.12%	22.37%	0.00%	15.75%	83.98%	0.27%	0.00%	0.83%	56.36%	42.81%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	1	1	0	74	0	29	0	39	165	1	0	0	201	147	0	658	
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.740	0.000	0.659	0.000	0.750	0.778	0.250	0.000	0.000	0.824	0.875	0.000	0.919	
	0.500				0.858				0.813				0.935					
HV%	#DIV/0!	0%	0%	#DIV/0!	1%	#DIV/0!	7%	#DIV/0!	3%	2%	0%	#DIV/0!	#DIV/0!	0%	1%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Rd & Rte 212/Saugerties-Woodstock Rd
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 23-380001-011
Date: 1/20/2023

Data - Total

NS/EW Streets:	Churchland Rd				Churchland Rd				Rte 212/Saugerties-Woodstock Rd				Rte 212/Saugerties-Woodstock Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	8	0	10	0	0	0	0	0	0	51	6	0	2	79	0	0	156	
3:15 PM	2	0	2	0	0	0	0	0	0	67	7	0	4	56	0	0	138	
3:30 PM	6	0	3	0	0	0	0	0	0	65	6	0	1	89	0	0	170	
3:45 PM	8	0	2	0	0	0	0	0	0	100	4	0	0	85	0	0	199	663
4:00 PM	10	0	1	0	0	0	0	0	0	58	5	0	4	103	0	0	181	688
4:15 PM	4	0	4	0	0	0	0	0	0	59	2	0	0	66	0	0	135	685
4:30 PM	7	0	1	1	0	0	0	0	0	68	4	0	5	89	0	0	175	690
4:45 PM	13	0	6	0	0	0	0	0	0	68	5	0	5	75	0	0	172	663
5:00 PM	8	0	1	0	0	0	0	0	0	55	1	0	2	89	0	0	156	638
5:15 PM	5	0	6	0	0	0	0	0	0	72	5	0	2	104	0	0	194	697
5:30 PM	3	0	3	0	0	0	0	0	0	53	9	0	0	81	0	0	149	671
5:45 PM	6	0	5	0	0	0	0	0	0	59	2	0	4	73	0	0	149	648
6:00 PM	4	0	4	0	0	0	0	0	0	50	1	0	6	60	0	0	125	617
6:15 PM	4	0	4	0	0	0	0	0	0	57	1	0	1	62	0	0	129	552
6:30 PM	3	0	3	0	0	0	0	0	0	41	0	0	3	40	0	0	90	493
6:45 PM	1	0	2	0	0	0	0	0	0	33	1	0	6	49	0	0	92	436
7:00 PM	3	0	0	0	0	0	0	0	0	33	0	0	2	54	0	0	92	403
7:15 PM	1	0	0	0	0	0	0	0	0	25	1	0	4	50	0	0	81	355
7:30 PM	2	0	2	0	0	0	0	0	0	18	0	0	0	45	0	0	67	332
7:45 PM	2	0	0	0	0	0	0	0	0	20	1	0	1	38	0	0	62	302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	100	0	59	1	0	0	0	0	0	1052	61	0	52	1387	0	0	2712	
APPROACH %'s :	62.50%	0.00%	36.88%	0.63%					0.00%	94.52%	5.48%	0.00%	3.61%	96.39%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	33	0	14	1	0	0	0	0	0	263	15	0	14	357	0	0	697	
PEAK HR FACTOR :	0.635	0.000	0.583	0.250	0.000	0.000	0.000	0.000	0.000	0.913	0.750	0.000	0.700	0.858	0.000	0.000	0.898	
	0.632								0.903				0.875					
HV%	0%	#DIV/0!	14%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	7%	#DIV/0!	14%	1%	#DIV/0!	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Rte 212
City: Saugerties
Control: Signalized

Project ID: 23-380001-001
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Rte 212				Rte 212				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	3	2	0	69	5	23	0	14	49	1	0	1	61	86	0	315	
3:15 PM	1	5	1	0	68	6	14	0	17	50	1	0	1	49	123	0	336	
3:30 PM	3	8	1	0	72	11	25	0	12	50	0	0	1	57	159	0	399	
3:45 PM	2	5	1	0	48	4	20	0	24	67	3	0	1	60	134	0	369	1419
4:00 PM	1	10	0	0	62	8	20	0	12	45	0	0	1	83	150	0	392	1496
4:15 PM	3	8	1	0	80	10	17	0	9	54	0	0	0	56	164	0	402	1562
4:30 PM	0	3	1	0	63	3	31	0	20	45	3	0	0	64	147	0	380	1543
4:45 PM	1	10	4	0	58	7	28	0	21	61	2	0	2	56	138	0	388	1562
5:00 PM	1	6	0	0	62	6	21	0	11	52	2	0	0	70	181	0	412	1582
5:15 PM	4	3	1	0	74	10	21	0	20	62	2	0	0	77	169	0	443	1623
5:30 PM	1	6	0	0	59	5	16	0	10	43	2	0	2	66	140	0	350	1593
5:45 PM	2	6	0	0	82	8	17	0	15	45	2	0	0	62	127	0	366	1571
6:00 PM	1	8	4	0	54	7	16	0	17	41	0	0	2	48	125	0	323	1482
6:15 PM	1	4	0	0	57	3	17	0	7	50	0	0	1	44	125	0	309	1348
6:30 PM	0	4	1	0	50	4	8	0	11	33	3	0	0	37	108	0	259	1257
6:45 PM	2	6	1	0	44	2	18	0	7	32	1	0	3	38	126	0	280	1171
7:00 PM	0	2	1	0	30	1	10	0	6	24	0	0	0	43	116	0	233	1081
7:15 PM	2	1	0	0	39	3	13	0	7	19	0	0	1	39	96	0	220	992
7:30 PM	0	4	0	0	22	3	10	0	8	11	1	0	0	39	123	0	221	954
7:45 PM	0	2	0	0	29	1	10	0	6	14	1	0	2	28	94	0	187	861
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	26	104	19	0	1122	107	355	0	254	847	24	0	18	1077	2631	0	6584	
APPROACH %'s :	17.45%	69.80%	12.75%	0.00%	70.83%	6.76%	22.41%	0.00%	22.58%	75.29%	2.13%	0.00%	0.48%	28.90%	70.61%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	6	22	6	0	257	26	101	0	72	220	9	0	2	267	635	0	1623	
PEAK HR FACTOR :	0.375	0.550	0.375	0.000	0.868	0.650	0.815	0.000	0.857	0.887	0.750	0.000	0.250	0.867	0.877	0.000	0.916	
	0.567				0.914				0.896				0.900					
HV%	0%	0%	0%	#DIV/0!	3%	0%	0%	#DIV/0!	4%	1%	0%	#DIV/0!	0%	2%	2%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Ln & Rte 212
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 23-380001-002
Date: 1/20/2023

Data - Total

NS/EW Streets:	Churchland Ln				Churchland Ln				Rte 212				Rte 212				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	1	0	0	0	0	0	0	124	2	0	1	156	0	0	284	
3:15 PM	0	0	3	0	0	0	0	0	0	129	0	0	7	170	0	0	309	
3:30 PM	1	0	5	0	0	0	0	0	0	128	0	0	5	234	0	0	373	
3:45 PM	1	0	1	0	0	0	0	0	0	131	2	0	6	197	0	0	338	1304
4:00 PM	0	0	4	0	0	0	0	0	0	122	0	0	6	246	0	0	378	1398
4:15 PM	0	0	1	0	0	0	0	0	0	134	1	0	8	225	0	0	369	1458
4:30 PM	0	0	3	0	0	0	0	0	0	121	1	0	3	230	0	0	358	1443
4:45 PM	0	0	2	0	0	0	0	0	0	131	1	0	6	204	0	0	344	1449
5:00 PM	0	0	7	0	0	0	0	0	0	114	3	0	4	259	0	0	387	1458
5:15 PM	1	0	0	0	0	0	0	0	0	143	0	0	5	250	0	0	399	1488
5:30 PM	1	0	4	0	0	0	0	0	0	110	0	0	3	215	0	0	333	1463
5:45 PM	0	0	1	0	0	0	0	0	0	140	0	0	4	203	0	0	348	1467
6:00 PM	1	0	1	0	0	0	0	0	0	111	1	0	3	178	0	0	295	1375
6:15 PM	0	0	2	0	0	0	0	0	0	120	0	0	5	178	0	0	305	1281
6:30 PM	0	0	6	0	0	0	0	0	0	87	2	0	5	145	0	0	245	1193
6:45 PM	0	0	1	0	0	0	0	0	0	81	0	0	4	174	0	0	260	1105
7:00 PM	1	0	0	0	0	0	0	0	0	63	0	0	1	164	0	0	229	1039
7:15 PM	0	0	7	0	0	0	0	0	0	59	0	0	3	142	0	0	211	945
7:30 PM	1	0	1	0	0	0	0	0	0	35	0	0	2	163	0	0	202	902
7:45 PM	1	0	0	0	0	0	0	0	0	50	0	0	6	123	0	0	180	822
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	50	0	0	0	0	0	0	2133	13	0	87	3856	0	0	6147
APPROACH %'s :	13.79%	0.00%	86.21%	0.00%					0.00%	99.39%	0.61%	0.00%	2.21%	97.79%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	12	0	0	0	0	0	0	509	5	0	18	943	0	0	1488
PEAK HR FACTOR :	0.250	0.000	0.429	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.417	0.000	0.750	0.910	0.000	0.000	0.932
	0.464								0.899				0.913				
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!	6%	2%	#DIV/0!	#DIV/0!	

National Data & Surveying Services Intersection Turning Movement Count

Location: Saugerties Manor Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-022
Date: 1/20/2023

Data - Total

NS/EW Streets:	Saugerties Manor Rd				Saugerties Manor Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	0	0	0	0	126	0	0	0	157	0	0	284	
3:15 PM	0	0	0	0	0	0	1	0	0	132	0	0	0	173	0	0	306	
3:30 PM	0	0	0	0	0	0	0	0	0	130	0	0	0	242	1	0	373	
3:45 PM	0	0	0	0	0	0	0	0	0	135	0	0	0	200	0	0	335	1298
4:00 PM	0	0	0	0	0	0	0	0	0	124	0	0	0	257	1	0	382	1396
4:15 PM	0	0	0	0	0	0	0	0	0	133	0	0	0	228	0	0	361	1451
4:30 PM	0	0	0	0	0	0	0	0	1	127	0	0	0	238	0	0	366	1444
4:45 PM	0	0	0	0	2	0	2	0	0	133	0	0	0	209	2	0	348	1457
5:00 PM	0	0	0	0	1	0	0	0	1	116	0	0	0	257	1	0	376	1451
5:15 PM	0	0	0	0	0	0	0	0	1	144	0	0	0	255	1	0	401	1491
5:30 PM	0	0	0	0	0	0	1	0	0	116	0	0	0	218	2	0	337	1462
5:45 PM	0	0	0	0	0	0	2	0	1	138	0	0	0	204	1	0	346	1460
6:00 PM	0	0	0	0	0	0	0	0	0	113	0	0	0	183	1	0	297	1381
6:15 PM	0	0	0	0	0	0	0	0	0	122	0	0	0	185	0	1	308	1288
6:30 PM	0	0	0	0	2	0	0	0	0	93	0	0	0	146	1	0	242	1193
6:45 PM	0	0	0	0	0	0	0	0	0	82	0	1	0	178	0	0	261	1108
7:00 PM	0	0	0	0	0	0	0	0	0	63	0	0	0	164	0	0	227	1038
7:15 PM	0	0	0	0	0	0	1	0	0	66	0	0	0	146	0	0	213	943
7:30 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	166	0	0	200	901
7:45 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	126	0	0	178	818
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	6	0	7	0	4	2179	0	1	0	3932	11	1	6141	
APPROACH %'s :					46.15%	0.00%	53.85%	0.00%	0.18%	99.77%	0.00%	0.05%	0.00%	99.70%	0.28%	0.03%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	3	0	2	0	3	520	0	0	0	959	4	0	1491	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.750	0.903	0.000	0.000	0.000	0.933	0.500	0.000	0.930	
					0.313				0.902				0.933					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Stewart's Shop's Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-015
Date: 1/20/2023

Data - Total

NS/EW Streets:	Stewart's Shop's Dwy				Stewart's Shop's Dwy				Rte 212/Ulster Ave					Rte 212/Ulster Ave						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
3:00 PM	0	0	0	0	3	0	10	0	0	122	0	0	4	0	145	0	0	6	0	290
3:15 PM	0	0	0	0	0	0	9	0	0	125	0	0	4	0	166	0	0	9	0	313
3:30 PM	0	0	0	0	1	0	13	0	0	131	0	0	1	0	228	0	0	14	0	388
3:45 PM	0	0	0	0	3	0	18	0	0	134	0	0	3	0	186	0	0	8	0	352
4:00 PM	0	0	0	0	0	0	19	0	0	118	0	0	4	0	235	0	0	15	0	391
4:15 PM	0	0	0	0	1	0	13	0	0	134	0	0	1	0	217	0	0	13	0	379
4:30 PM	0	0	0	0	3	0	16	0	0	123	0	0	2	0	220	0	0	13	0	377
4:45 PM	0	0	0	0	2	0	13	0	1	134	0	0	2	0	200	0	0	9	0	361
5:00 PM	0	0	0	0	4	0	17	0	0	113	0	0	3	0	239	0	0	11	0	387
5:15 PM	0	0	0	0	1	0	11	0	0	141	0	0	4	0	247	0	0	7	0	411
5:30 PM	0	0	0	0	1	0	15	0	0	113	0	0	2	0	202	0	0	12	1	346
5:45 PM	0	0	0	0	1	0	15	0	0	137	0	0	2	0	193	0	0	9	0	357
6:00 PM	0	0	0	0	2	0	20	0	0	112	0	0	1	0	163	0	0	17	0	315
6:15 PM	0	0	0	0	0	0	13	0	0	119	0	0	1	0	171	0	0	10	0	314
6:30 PM	0	0	0	0	4	0	10	0	0	93	0	0	3	0	138	0	0	11	0	259
6:45 PM	0	0	0	0	3	0	14	0	0	81	0	1	2	0	162	0	0	6	0	269
7:00 PM	0	0	0	0	0	0	12	0	0	60	0	0	0	0	152	0	0	4	0	228
7:15 PM	0	0	0	0	1	0	10	0	0	65	0	0	4	0	138	0	0	8	0	226
7:30 PM	0	0	0	0	1	0	9	0	0	34	0	0	0	0	155	0	0	3	0	202
7:45 PM	0	0	0	0	0	0	9	0	0	49	0	0	1	0	117	0	0	6	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	31	0	266	0	1	2138	0	1	44	0	3674	0	0	191	1	6347
APPROACH %'s :					10.44%	0.00%	89.56%	0.00%	0.05%	97.89%	0.00%	0.05%	2.01%	0.00%	95.06%	0.00%	0.00%	4.94%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	10	0	57	0	1	511	0	0	11	0	906	0	0	40	0	1536
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.838	0.000	0.250	0.906	0.000	0.000	0.688	0.000	0.917	0.000	0.000	0.769	0.000	0.934
							0.798				0.902					0.931				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!	0%	#DIV/0!	2%	#DIV/0!	#DIV/0!	0%	#DIV/0!	

Explanations for extra leg movements

Movements entering the extra leg

EL2	Movements coming from EB on Ulster Ave entering into he extra leg (Stewardst's Shop Dwy)
WR2	Movements coming from WB on Ulster Ave entering into he extra leg (Stewardst's Shop Dwy)

Movements exiting the extra leg

S2R2	Movements exiting from extra leg (Stewart's Shop Dwy) entering into Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: I-87 NB On/Off Ramp & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-003
Date: 1/20/2023

Data - Total

NS/EW Streets:	I-87 NB On/Off Ramp				I-87 NB On/Off Ramp				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	33	2	18	0	8	1	8	0	3	113	13	0	10	109	9	0	327	
3:15 PM	52	8	33	0	5	4	6	0	4	110	9	0	17	117	14	0	379	
3:30 PM	54	5	22	0	14	2	8	0	7	114	11	0	13	182	10	0	442	
3:45 PM	45	7	16	0	4	5	9	0	5	113	21	0	14	138	12	0	389	1537
4:00 PM	58	5	16	0	13	5	9	0	5	102	9	0	18	185	14	0	439	1649
4:15 PM	86	2	27	0	7	0	5	0	6	112	19	0	27	142	13	0	446	1716
4:30 PM	63	6	31	0	8	2	6	0	4	106	12	0	22	159	9	0	428	1702
4:45 PM	55	4	23	0	14	0	9	0	9	122	9	0	13	151	12	0	421	1734
5:00 PM	73	6	16	0	5	7	6	0	8	100	8	0	24	166	6	0	425	1720
5:15 PM	81	8	26	0	6	3	6	0	3	127	11	0	14	169	11	0	465	1739
5:30 PM	69	12	29	0	8	2	10	0	3	100	12	0	18	137	10	0	410	1721
5:45 PM	61	10	32	0	12	5	8	0	6	124	9	0	14	129	21	0	431	1731
6:00 PM	62	3	31	0	10	6	9	0	10	93	11	0	12	113	17	0	377	1683
6:15 PM	62	4	29	0	15	6	11	0	6	107	6	0	13	104	19	0	382	1600
6:30 PM	44	2	19	0	8	3	9	0	6	81	8	0	11	96	12	0	299	1489
6:45 PM	70	10	20	0	10	2	15	0	7	68	6	0	7	85	15	0	315	1373
7:00 PM	50	6	13	0	14	2	5	0	5	51	9	0	16	99	13	0	283	1279
7:15 PM	65	3	13	0	11	2	7	0	4	54	6	0	7	78	11	0	261	1158
7:30 PM	60	12	23	0	8	4	7	0	1	31	5	0	9	89	8	0	257	1116
7:45 PM	40	5	15	0	2	2	9	0	3	38	6	0	7	72	7	0	206	1007
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	1183	120	452	0	182	63	162	0	105	1866	200	0	286	2520	243	0	7382	
APPROACH %'s :	67.41%	6.84%	25.75%	0.00%	44.72%	15.48%	39.80%	0.00%	4.84%	85.95%	9.21%	0.00%	9.38%	82.65%	7.97%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	272	24	96	0	33	12	27	0	24	455	40	0	73	645	38	0	1739	
PEAK HR FACTOR :	0.840	0.750	0.774	0.000	0.589	0.429	0.750	0.000	0.667	0.896	0.833	0.000	0.760	0.954	0.792	0.000	0.935	
	0.852				0.783				0.920				0.964					
HV%	3%	0%	2%	#DIV/0!	3%	0%	0%	#DIV/0!	0%	2%	0%	#DIV/0!	4%	2%	0%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Pizza Star Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-019
Date: 1/20/2023

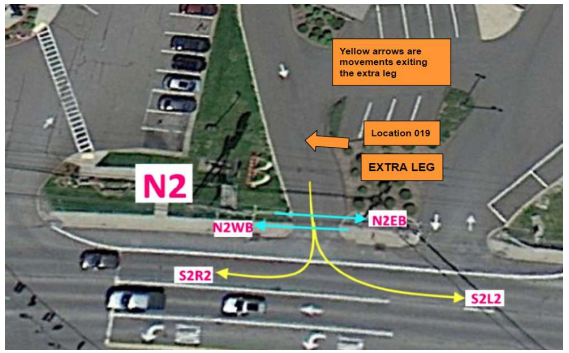
Data - Total

NS/EW Streets:	Pizza Star Dwy				Pizza Star Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave						
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	139	0	0	1	130	0	0	0	0	270
3:15 PM	0	0	0	0	0	0	0	0	1	147	0	0	0	146	0	0	0	0	294
3:30 PM	0	0	0	0	0	0	0	0	1	148	0	0	0	207	0	0	0	1	357
3:45 PM	0	0	0	0	0	0	0	0	0	131	0	0	0	159	2	0	1	2	295
4:00 PM	0	0	0	0	0	0	0	0	2	131	0	0	0	216	2	0	1	3	355
4:15 PM	0	0	0	0	0	0	0	0	2	144	0	0	0	178	2	0	0	2	328
4:30 PM	2	0	4	0	0	0	0	0	1	145	0	0	0	189	2	0	2	1	346
4:45 PM	0	0	0	0	0	0	0	0	1	154	0	0	0	170	1	0	0	4	330
5:00 PM	0	0	0	0	0	0	0	0	0	124	0	0	0	200	3	0	0	2	329
5:15 PM	0	0	0	0	1	0	0	0	0	160	0	0	0	187	5	0	0	1	354
5:30 PM	0	0	0	0	0	0	0	0	4	133	0	0	0	163	11	0	3	8	322
5:45 PM	0	0	0	0	0	0	1	0	2	166	0	0	0	154	6	0	5	3	337
6:00 PM	0	0	0	0	0	0	0	0	2	131	0	1	0	136	1	0	1	7	279
6:15 PM	0	0	0	0	0	0	0	0	2	149	0	0	0	133	0	0	1	1	286
6:30 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	116	3	0	3	3	232
6:45 PM	0	0	0	0	0	0	0	0	4	95	0	0	0	107	4	0	4	0	214
7:00 PM	0	0	0	0	0	0	0	0	1	76	0	0	0	125	3	0	3	3	211
7:15 PM	0	0	0	0	1	0	0	0	0	79	0	0	0	97	2	0	1	1	181
7:30 PM	0	0	0	0	0	0	0	0	1	60	0	0	0	102	1	0	1	3	168
7:45 PM	0	0	0	0	0	0	0	0	2	54	0	0	0	86	1	0	1	0	144
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	2	0	4	0	2	0	1	0	26	2473	0	1	1	3001	49	0	27	45	5632
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	66.67%	0.00%	33.33%	0.00%	1.04%	98.92%	0.00%	0.04%	0.03%	98.36%	1.61%	0.00%	37.50%	62.50%	
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	2	0	4	0	1	0	0	0	2	583	0	0	0	746	11	0	2	8	1359
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.911	0.000	0.000	0.000	0.933	0.550	0.000	0.250	0.500	0.960
	0.250				0.250				0.914				0.932						
HV%	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!	0%	0%	

Explanations for extra leg movements

Movements exiting the extra leg

S2R2	Movements exiting from extra leg (Pizza Star Dwy) entering into Ulster Ave heading WB
S2L2	Movements exiting from extra leg (Pizza Star Dwy) entering into Ulster Ave heading EB



National Data & Surveying Services Intersection Turning Movement Count

Location: Tomsons Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-021
Date: 1/20/2023

Data - Total

NS/EW Streets:	Tomsons Rd				Tomsons Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	0	5	0	4	135	0	0	0	123	2	0	270	
3:15 PM	0	0	0	0	0	0	8	0	1	147	0	1	0	142	1	0	300	
3:30 PM	0	0	0	0	0	0	11	0	9	137	0	0	0	194	0	0	351	
3:45 PM	0	0	0	0	0	0	10	0	3	131	0	0	0	148	1	0	293	1214
4:00 PM	0	0	0	0	1	0	13	0	4	127	0	0	0	205	2	0	352	1296
4:15 PM	0	0	0	0	1	0	6	0	3	140	0	0	0	175	3	0	328	1324
4:30 PM	0	0	0	0	1	0	16	0	4	149	0	0	0	174	3	0	347	1320
4:45 PM	0	0	0	0	0	0	8	0	6	147	0	0	0	167	1	0	329	1356
5:00 PM	0	0	0	0	2	0	11	0	1	123	0	1	0	187	2	0	327	1331
5:15 PM	0	0	0	0	1	0	4	0	2	158	0	0	0	188	1	0	354	1357
5:30 PM	0	0	0	0	0	0	5	0	4	133	0	0	0	169	0	0	311	1321
5:45 PM	0	0	0	0	0	0	8	0	6	165	0	0	0	152	1	0	332	1324
6:00 PM	0	0	0	0	0	0	7	0	3	127	0	0	0	130	0	0	267	1264
6:15 PM	0	0	0	0	0	0	9	0	6	146	0	0	0	124	2	0	287	1197
6:30 PM	0	0	0	0	0	0	1	0	4	105	0	0	0	118	0	0	228	1114
6:45 PM	0	0	0	0	0	0	2	0	1	97	0	0	0	110	1	0	211	993
7:00 PM	0	0	0	0	3	0	4	0	1	80	0	0	0	124	1	0	213	939
7:15 PM	0	0	0	0	0	0	7	0	2	77	0	1	0	91	0	0	178	830
7:30 PM	0	0	0	0	0	0	1	0	1	61	0	0	0	102	0	0	165	767
7:45 PM	0	0	0	0	0	0	4	0	0	54	0	0	0	83	0	0	141	697
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	140	0	65	2439	0	3	0	2906	21	0	5584
APPROACH %'s :					6.67%	0.00%	93.33%	0.00%	2.59%	97.29%	0.00%	0.12%	0.00%	99.28%	0.72%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	39	0	13	577	0	1	0	716	7	0	1357
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.609	0.000	0.542	0.913	0.000	0.250	0.000	0.952	0.583	0.000	0.958
						0.632				0.923				0.956			
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	25%	#DIV/0!	10%	#DIV/0!	8%	2%	#DIV/0!	0%	#DIV/0!	2%	0%	#DIV/0!	

National Data & Surveying Services Intersection Turning Movement Count

Location: Kings Hwy & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-004
Date: 1/20/2023

Data - Total

NS/EW Streets:	Kings Hwy				Kings Hwy				Rte 212/Ulster Ave					Rte 212/Ulster Ave								
	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND								
PM	0	2	0	0	0	1	0	0	1	1	1	0	0	0.5	1.5	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	TOTAL
3:00 PM	33	1	14	0	2	1	0	0	1	106	29	0	1	16	92	0	0	0	0	0	2	298
3:15 PM	56	0	18	0	1	1	0	0	1	109	37	0	0	16	85	1	0	0	0	0	0	325
3:30 PM	71	0	10	0	0	1	1	0	0	88	46	0	0	19	122	1	0	0	0	0	2	361
3:45 PM	42	0	10	0	1	0	0	0	0	107	27	0	0	11	105	0	0	0	0	0	0	303
4:00 PM	64	0	15	0	2	0	0	0	2	86	40	0	0	24	145	2	0	0	0	0	1	381
4:15 PM	87	1	11	0	0	1	1	0	1	94	46	0	0	15	86	0	0	0	0	0	1	344
4:30 PM	66	1	16	0	0	1	1	0	2	104	41	0	1	19	110	1	0	0	0	0	2	365
4:45 PM	55	1	18	0	1	1	1	0	1	110	38	0	0	11	109	1	0	0	0	0	2	349
5:00 PM	80	1	15	0	1	1	0	0	1	88	35	0	0	9	112	0	0	0	0	0	0	343
5:15 PM	75	0	15	0	0	1	0	0	2	116	41	0	0	16	108	0	0	0	0	0	3	377
5:30 PM	67	0	10	0	2	0	1	0	1	102	29	0	1	8	101	4	0	0	1	0	0	327
5:45 PM	57	0	11	0	1	0	0	0	2	122	41	0	1	9	93	2	0	0	0	0	2	341
6:00 PM	48	0	9	0	1	0	0	0	2	98	25	0	2	7	79	1	0	0	0	1	3	276
6:15 PM	41	2	9	0	2	1	1	0	6	105	34	0	1	13	80	0	0	0	1	0	4	300
6:30 PM	30	1	5	0	2	0	2	0	0	77	28	0	0	10	83	1	0	0	0	0	3	242
6:45 PM	25	0	3	0	1	1	0	0	3	63	30	0	1	8	87	1	0	0	0	0	1	224
7:00 PM	36	1	10	0	1	0	0	0	2	59	21	0	1	12	82	4	0	0	0	0	5	234
7:15 PM	26	0	6	0	2	0	2	0	3	60	13	0	0	8	64	1	0	1	0	0	1	187
7:30 PM	27	1	0	0	0	0	0	0	2	51	9	0	0	10	68	2	0	0	0	1	6	177
7:45 PM	26	1	9	0	0	1	0	0	1	34	18	0	0	7	53	1	0	0	1	0	4	156
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	TOTAL
TOTAL VOLUMES :	1012	11	214	0	20	11	10	0	33	1779	628	0	9	248	1864	23	0	1	3	2	42	5910
APPROACH %'s :	81.81%	0.89%	17.30%	0.00%	48.78%	26.83%	24.39%	0.00%	1.35%	72.64%	25.64%	0.00%	0.37%	11.61%	87.27%	1.08%	0.00%	0.05%	6.38%	4.26%	89.36%	
FORCED PEAK HR :	04:30 PM - 05:30 PM																					TOTAL
PEAK HR VOL :	276	3	64	0	2	4	2	0	6	418	155	0	1	55	439	2	0	0	0	0	7	1434
PEAK HR FACTOR :	0.793	0.750	0.889	0.000	0.250	1.000	0.500	0.000	0.750	0.950	0.842	0.000	0.250	0.573	0.757	0.250	0.000	0.000	0.000	0.000	0.875	0.951
			0.866				0.667				0.973					0.725						
HV%	4%	0%	3%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	1%	5%	#DIV/0!	0%	5%	3%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	

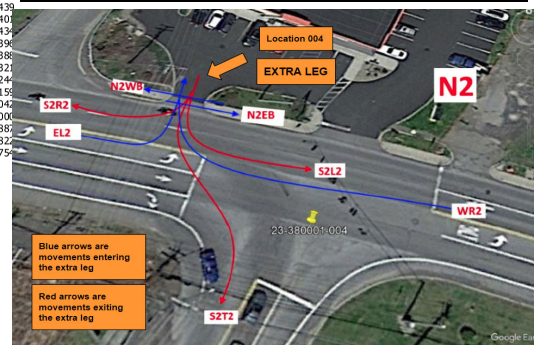
Explanations for extra leg movements

Movements entering the extra leg

EL2	Movements coming from EB on Ulster Ave entering into the extra leg (Buns Burgers Dwy)
WR2	Movements coming from WB on Ulster Ave entering into the extra leg (Buns Burgers Dwy)

Movements exiting the extra leg

S2T2	Movements exiting from extra leg (Buns Burgers Dwy) entering into Kings Hwy heading SB
S2R2	Movements exiting from extra leg (Buns Burgers Dwy) entering into Ulster Ave heading WB
S2L2	Movements exiting from extra leg (Buns Burgers Dwy) entering into Ulster Ave heading EB



National Data & Surveying Services Intersection Turning Movement Count

Location: Exxon North Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-020
Date: 1/20/2023

Data - Total

NS/EW Streets:	Exxon North Dwy				Exxon North Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	0	1	0	0	0	0	0	0	120	3	0	1	106	0	0	232
3:15 PM	0	0	1	0	0	0	0	0	0	126	2	0	2	102	0	0	233
3:30 PM	2	0	1	0	0	0	0	0	0	96	1	0	1	143	0	0	244
3:45 PM	0	0	3	0	0	0	0	0	0	119	0	0	1	115	0	0	238
4:00 PM	2	0	1	0	0	0	0	0	0	102	1	0	3	167	0	0	276
4:15 PM	2	0	4	0	0	0	0	0	0	101	2	0	4	101	0	0	214
4:30 PM	1	0	4	0	0	0	0	0	0	121	1	0	2	127	0	0	256
4:45 PM	1	0	0	0	0	0	0	0	0	128	1	0	3	121	0	0	254
5:00 PM	4	0	4	0	0	0	0	0	0	103	1	0	1	116	0	0	229
5:15 PM	2	0	3	0	0	0	0	0	0	130	0	0	4	122	0	0	261
5:30 PM	1	0	6	0	0	0	0	0	0	115	1	0	1	113	0	0	237
5:45 PM	0	0	4	0	0	0	0	0	0	133	1	0	3	103	0	0	244
6:00 PM	0	0	2	0	0	0	0	0	0	106	0	0	1	87	0	0	196
6:15 PM	3	0	2	0	0	0	0	0	0	118	1	0	3	93	0	0	220
6:30 PM	1	0	1	0	0	0	0	0	0	84	0	0	1	90	0	0	177
6:45 PM	0	0	3	0	0	0	0	0	0	65	0	0	2	97	0	0	167
7:00 PM	3	0	2	0	0	0	0	0	0	70	2	0	0	95	0	0	172
7:15 PM	2	0	0	0	0	0	0	0	0	67	0	0	2	71	0	0	142
7:30 PM	1	0	0	0	0	0	0	0	0	49	2	0	1	80	0	0	133
7:45 PM	1	0	2	0	0	0	0	0	0	45	0	0	1	59	0	0	108
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	0	44	0	0	0	0	0	0	1998	19	0	37	2108	0	0	4233
APPROACH %'s :	38.03%	0.00%	61.97%	0.00%					0.00%	99.06%	0.94%	0.00%	1.72%	98.28%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	0	11	0	0	0	0	0	0	482	3	0	10	486	0	0	1000
PEAK HR FACTOR :	0.500	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.927	0.750	0.000	0.625	0.957	0.000	0.000	0.958
	0.594								0.933				0.961				
HV%	13%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!	

National Data & Surveying Services Intersection Turning Movement Count

Location: CVS and Big Lots Dwy/Grand Un Plz & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-013
Date: 1/20/2023

Data - Total

NS/EW Streets:	CVS and Big Lots Dwy/Grand Un Plz				CVS and Big Lots Dwy/Grand Un Plz				Rte 212/Ulster Ave				Rte 212/Ulster Ave					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	0	1	0	1	1	0	0	0.5	1.5	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	0	0	0	0	17	0	19	0	16	107	0	0	0	89	16	0	264	
3:15 PM	0	0	0	0	18	0	20	0	20	107	0	0	0	83	18	0	266	
3:30 PM	0	0	0	0	9	0	24	0	15	81	0	0	0	121	17	0	267	
3:45 PM	0	0	0	0	18	0	25	0	21	100	0	0	0	90	22	0	276	1073
4:00 PM	0	0	0	0	9	0	30	0	18	87	0	0	0	141	28	0	313	1122
4:15 PM	0	0	0	0	15	0	21	0	17	88	0	0	0	83	26	0	250	1106
4:30 PM	0	0	0	0	14	0	24	0	21	102	0	0	0	106	25	0	292	1131
4:45 PM	0	0	0	0	24	0	17	0	30	96	0	0	0	106	14	0	287	1142
5:00 PM	0	0	0	0	12	0	35	0	26	85	0	0	0	84	26	0	268	1097
5:15 PM	0	0	0	0	11	0	30	0	20	113	0	0	0	94	19	0	287	1134
5:30 PM	0	0	0	0	12	0	15	0	17	104	0	0	0	100	16	0	264	1106
5:45 PM	0	0	0	0	11	0	21	0	23	113	0	0	0	84	15	0	267	1086
6:00 PM	0	0	0	0	20	0	21	0	17	90	0	0	0	68	18	0	234	1052
6:15 PM	0	0	0	0	7	0	27	0	23	99	0	0	0	68	13	0	237	1002
6:30 PM	0	0	0	0	16	0	20	0	10	75	0	0	0	71	20	0	212	950
6:45 PM	0	0	0	0	16	0	12	0	12	55	0	0	0	87	10	0	192	875
7:00 PM	0	0	0	0	22	0	21	0	18	55	0	0	0	74	12	0	202	843
7:15 PM	0	0	0	0	11	0	13	0	13	53	0	0	0	60	11	0	161	767
7:30 PM	0	0	0	0	7	0	16	0	5	45	0	0	0	65	16	0	154	709
7:45 PM	0	0	0	0	3	0	11	0	12	35	0	0	0	49	4	0	114	631
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	272	0	422	0	354	1690	0	0	0	1723	346	0	4807	
APPROACH %'s :					39.19%	0.00%	60.81%	0.00%	17.32%	82.68%	0.00%	0.00%	0.00%	83.28%	16.72%	0.00%		
FORCED PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	61	0	106	0	97	396	0	0	0	390	84	0	1134	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.635	0.000	0.883	0.000	0.808	0.971	0.000	0.000	0.000	0.691	0.750	0.000	0.971	
						1.018				0.978				0.701				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	#DIV/0!	1%	#DIV/0!	2%	2%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Railroad Ave/Abbotts Ct & Rte 212/Ulster Ave
City: Saugerties
Control: 2-Way Stop(NB/SB)

Project ID: 23-380001-012
Date: 1/20/2023

Data - Total

NS/EW Streets:	Railroad Ave/Abbotts Ct				Railroad Ave/Abbotts Ct				Rte 212/Ulster Ave				Rte 212/Ulster Ave					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	0	0	18	0	0	0	0	0	0	125	0	0	1	107	0	0	251	
3:15 PM	1	0	12	0	0	0	0	0	1	124	0	0	5	97	0	0	240	
3:30 PM	0	0	15	0	0	0	0	0	0	88	2	0	12	140	0	0	257	
3:45 PM	0	0	13	0	0	0	0	0	0	105	0	0	8	110	0	0	236	984
4:00 PM	0	0	21	0	0	0	0	0	0	107	2	0	7	171	0	0	308	1041
4:15 PM	1	0	18	0	0	0	0	0	0	99	2	0	8	110	1	0	239	1040
4:30 PM	2	0	12	0	0	0	1	0	0	118	0	0	7	126	1	0	267	1050
4:45 PM	0	0	12	0	1	0	0	0	0	117	1	0	7	118	0	0	256	1070
5:00 PM	1	1	17	0	1	0	0	0	0	99	0	0	7	111	0	0	237	999
5:15 PM	0	0	10	0	0	0	0	0	0	122	2	0	5	111	0	0	250	1010
5:30 PM	1	0	10	0	0	0	0	0	0	115	0	0	5	116	0	0	247	990
5:45 PM	0	0	19	0	0	0	0	0	0	124	0	1	0	97	0	0	241	975
6:00 PM	0	0	3	0	0	0	0	0	0	106	1	0	4	86	0	0	200	938
6:15 PM	0	0	13	0	0	0	1	0	0	105	0	0	3	81	0	0	203	891
6:30 PM	0	0	5	0	0	0	0	0	0	95	0	0	9	90	1	0	200	844
6:45 PM	0	0	7	0	0	0	1	0	0	69	1	0	4	97	0	0	179	782
7:00 PM	1	0	7	0	0	0	0	0	1	77	0	0	3	84	0	0	173	755
7:15 PM	0	0	5	0	0	0	0	0	0	63	0	0	6	75	0	0	149	701
7:30 PM	0	0	4	0	1	0	0	0	0	52	1	0	1	79	0	0	138	639
7:45 PM	0	0	3	0	0	0	0	0	0	38	0	0	3	52	0	0	96	556
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	7	1	224	0	3	0	3	0	2	1948	12	1	105	2058	3	0	4367	
APPROACH %'s :	3.02%	0.43%	96.55%	0.00%	50.00%	0.00%	50.00%	0.00%	0.10%	99.24%	0.61%	0.05%	4.85%	95.01%	0.14%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	3	0	63	0	1	0	1	0	0	441	5	0	29	525	2	0	1070	
PEAK HR FACTOR :	0.375	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.000	0.934	0.625	0.000	0.906	0.768	0.500	0.000	0.869	
	0.786				0.500				0.945				0.781					
HV%	0%	#DIV/0!	6%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	3%	3%	0%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-007
Date: 1/20/2023

Data - Total

NS/EW Streets:	Market St					Market St					Ulster Ave					Ulster Ave							
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND							
PM	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
3:00 PM	70	18	0	0	1	2	23	23	0	3	31	1	72	0	0	0	0	0	0	0	3	0	247
3:15 PM	72	20	1	0	0	4	20	34	0	3	18	2	67	0	1	0	0	0	0	0	5	0	247
3:30 PM	65	23	5	0	1	3	18	33	0	1	20	2	50	0	0	0	0	0	0	0	2	0	223
3:45 PM	76	24	1	0	2	2	14	31	0	1	37	2	48	0	0	0	0	0	0	0	3	0	241
4:00 PM	78	20	1	0	1	2	18	30	0	0	34	1	57	0	1	0	0	0	0	0	0	0	243
4:15 PM	73	20	1	0	1	0	11	29	0	3	32	3	56	0	1	0	0	0	0	1	3	2	236
4:30 PM	79	13	3	0	0	0	8	17	0	0	21	0	71	0	2	0	0	0	0	0	2	0	216
4:45 PM	73	11	0	0	1	0	18	15	0	0	21	1	65	0	1	0	0	0	0	0	2	1	209
5:00 PM	67	13	1	0	1	1	16	19	0	0	19	0	81	0	1	0	0	0	0	0	0	0	219
5:15 PM	76	12	1	0	0	0	12	15	0	0	18	0	63	0	3	0	0	0	0	0	2	2	204
5:30 PM	76	13	1	0	1	1	16	12	0	0	19	2	67	0	0	0	0	0	0	1	0	1	210
5:45 PM	58	17	1	0	0	1	13	8	0	1	23	0	76	0	1	0	0	0	0	0	1	0	200
6:00 PM	55	13	1	0	0	0	12	6	1	0	11	1	60	0	0	0	0	1	0	0	1	0	162
6:15 PM	55	12	0	0	0	0	8	13	0	1	17	0	52	0	0	0	0	0	0	0	1	0	159
6:30 PM	51	16	0	0	2	0	8	16	0	0	21	0	57	0	0	0	0	0	0	2	0	0	173
6:45 PM	49	10	0	0	0	0	10	16	0	3	15	0	44	0	0	0	0	0	0	0	2	0	149
7:00 PM	52	12	0	0	0	0	9	12	0	0	11	0	53	0	0	0	0	0	0	0	0	0	149
7:15 PM	51	13	1	0	0	0	13	17	0	0	7	0	33	0	2	0	0	0	0	1	2	0	140
7:30 PM	44	8	0	0	0	0	7	12	0	0	13	0	34	0	0	0	0	0	0	0	0	0	118
7:45 PM	39	5	0	0	0	0	10	6	0	0	9	0	27	0	0	0	0	0	0	0	0	0	96
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	1259	293	18	0	11	16	264	364	1	16	397	15	1133	0	13	0	0	1	0	5	29	6	3841
APPROACH %'s :	79.63%	18.53%	1.14%	0.00%	0.70%	2.42%	39.94%	55.07%	0.15%	2.42%	25.48%	0.96%	72.72%	0.00%	0.83%	0.00%	0.00%	100.00%	0.00%	12.50%	72.50%	15.00%	
PEAK HR :	03:00 PM - 04:00 PM																						TOTAL
PEAK HR VOL :	283	85	7	0	4	11	75	121	0	8	106	7	237	0	1	0	0	0	0	0	13	0	958
PEAK HR FACTOR :	0.931	0.885	0.350	0.000	0.500	0.688	0.815	0.890	0.000	0.667	0.716	0.875	0.823	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.970
			0.920					0.881					0.844										
HV%	6%	1%	0%	#DIV/0!	0%	0%	1%	6%	#DIV/0!	0%	7%	0%	4%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

Explanations for extra leg movements

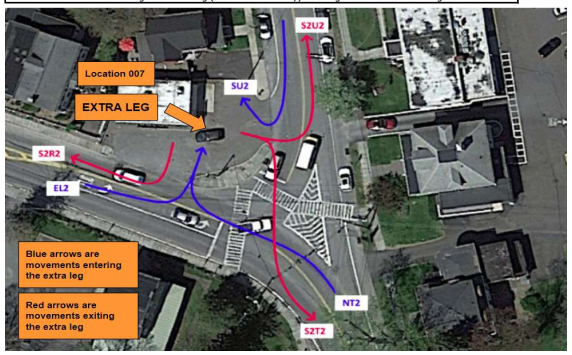
Movements entering the extra leg

NT2	Movements coming from NB on Market St entering into the extra leg (Smoker Choice Dwy)
SU2	Movements coming from SB on Market St entering into the extra leg (Smoker Choice Dwy)
EL2	Movements coming from EB on Ulster Ave entering into the extra leg (Smoker Choice Dwy)

Movements exiting the extra leg

S2T2	Movements exiting from extra leg (Smoker Choice Dwy) entering into Market St heading SB
S2U2	Movements exiting from extra leg (Smoker Choice Dwy) entering into Market St heading NB
S2R2	Movements exiting from extra leg (Smoker Choice Dwy) entering into Ulster Ave heading WB

958
954
943
936
904
880
848
842
833
776
731
694
643
630
611
556
503



National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-014
Date: 1/20/2023

Data - Total

NS/EW Streets:	Market St				Market St				Main St				Main St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	48	2	28	0	53	11	0	0	1	4	33	0	180	
3:15 PM	0	0	0	0	53	1	38	0	44	10	1	0	3	12	47	0	209	
3:30 PM	0	0	0	0	41	3	27	0	48	16	0	0	1	12	47	0	195	
3:45 PM	0	0	0	0	37	0	32	0	51	8	3	0	2	10	48	0	191	775
4:00 PM	0	0	0	0	36	2	31	0	62	7	4	0	2	3	44	0	191	786
4:15 PM	0	0	0	0	43	1	23	0	41	14	1	0	2	5	52	1	183	760
4:30 PM	0	0	0	0	58	3	22	0	48	12	2	0	3	9	46	0	203	768
4:45 PM	0	0	0	0	37	1	30	0	46	7	1	0	0	9	35	0	166	743
5:00 PM	0	0	0	0	50	1	43	0	38	8	1	0	2	3	40	0	186	738
5:15 PM	0	0	0	0	48	3	26	0	43	6	2	0	4	9	46	0	187	742
5:30 PM	0	0	0	0	44	4	34	0	51	8	1	0	5	15	47	0	209	748
5:45 PM	0	0	0	0	51	1	35	0	37	11	0	0	1	8	40	0	184	766
6:00 PM	0	0	0	0	43	6	24	0	39	13	3	0	4	10	36	1	179	759
6:15 PM	0	0	0	0	37	1	23	0	27	15	5	0	6	12	37	0	163	735
6:30 PM	0	0	0	0	39	1	24	0	32	20	3	0	3	3	40	0	165	691
6:45 PM	0	0	0	0	24	5	29	0	31	10	2	0	2	9	26	0	138	645
7:00 PM	0	0	0	0	34	2	20	0	24	6	2	0	2	11	42	0	143	609
7:15 PM	0	0	0	0	36	0	13	0	26	6	2	0	2	7	32	0	124	570
7:30 PM	0	0	0	0	22	1	14	0	21	3	2	0	0	10	33	0	106	511
7:45 PM	0	0	0	0	20	1	14	0	19	6	0	0	3	2	26	0	91	464
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	801	39	530	0	781	197	35	0	48	163	797	2	3393	
APPROACH %'s :					58.47%	2.85%	38.69%	0.00%	77.10%	19.45%	3.46%	0.00%	4.75%	16.14%	78.91%	0.20%		
PEAK HR :	03:15 PM - 04:15 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	167	6	128	0	205	41	8	0	8	37	186	0	786	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.788	0.500	0.842	0.000	0.827	0.641	0.500	0.000	0.667	0.771	0.969	0.000	0.940	
						0.818				0.870				0.931				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5%	0%	2%	#DIV/0!	3%	2%	0%	#DIV/0!	0%	5%	7%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Partition St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-016
Date: 1/20/2023

Data - Total

NS/EW Streets:	Partition St				Partition St				Main St				Main St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	15	17	0	0	19	3	0	9	28	21	0	17	22	1	0	168	
3:15 PM	23	14	16	0	1	15	3	0	2	29	25	0	21	38	2	0	189	
3:30 PM	25	10	21	0	0	16	1	0	4	26	30	0	24	29	2	0	188	
3:45 PM	25	14	17	0	1	10	2	0	3	16	22	0	28	36	1	0	175	720
4:00 PM	21	7	22	0	4	14	2	0	2	12	29	0	23	21	2	0	159	711
4:15 PM	22	15	10	0	3	11	6	0	3	22	29	0	27	35	3	0	186	708
4:30 PM	18	16	20	0	2	11	10	0	2	20	43	0	17	27	0	0	186	706
4:45 PM	15	15	16	0	1	16	3	0	3	25	17	0	19	23	0	0	153	684
5:00 PM	17	9	17	0	2	10	4	0	5	26	31	0	24	29	0	0	174	699
5:15 PM	21	10	15	0	1	14	2	0	4	19	27	0	13	32	1	1	160	673
5:30 PM	25	12	16	0	1	17	5	0	7	18	25	0	14	34	1	0	175	662
5:45 PM	22	14	21	0	0	14	8	0	7	26	32	0	19	24	3	0	190	699
6:00 PM	14	8	21	0	3	14	1	0	4	31	24	0	17	32	2	0	171	696
6:15 PM	22	11	35	0	2	8	4	0	2	21	27	0	16	25	2	0	175	711
6:30 PM	16	11	13	0	2	9	5	0	8	31	21	0	26	29	0	0	171	707
6:45 PM	15	10	17	0	2	3	2	0	6	14	15	0	23	16	0	0	123	640
7:00 PM	20	7	30	0	3	6	6	0	5	13	21	0	22	27	2	0	162	631
7:15 PM	5	11	13	0	0	7	5	1	2	18	20	0	22	32	2	0	138	594
7:30 PM	12	12	13	0	1	6	3	0	5	8	13	0	15	23	1	0	112	535
7:45 PM	16	6	15	0	0	8	4	0	5	8	14	0	12	10	1	0	99	511
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	370	227	365	0	29	228	79	1	88	411	486	0	399	544	26	1	3254	
APPROACH %'s :	38.46%	23.60%	37.94%	0.00%	8.61%	67.66%	23.44%	0.30%	8.93%	41.73%	49.34%	0.00%	41.13%	56.08%	2.68%	0.10%		
PEAK HR :	03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL :	89	53	71	0	2	60	9	0	18	99	98	0	90	125	6	0	720	
PEAK HR FACTOR :	0.890	0.883	0.845	0.000	0.500	0.789	0.750	0.000	0.500	0.853	0.817	0.000	0.804	0.822	0.750	0.000	0.952	
	0.951				0.807				0.896				0.850					
HV%	4%	4%	1%	#DIV/0!	0%	0%	0%	#DIV/0!	6%	6%	2%	#DIV/0!	6%	8%	0%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Augusta Savage Rd/I-87 SB On/Off Ramp
City: Saugerties
Control: Signalized

Project ID: 23-380001-005
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Augusta Savage Rd/I-87 SB On/Off Ramp				Augusta Savage Rd/I-87 SB On/Off Ramp					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	0	92	11	0	31	67	1	0	0	0	0	0	27	1	1	0	231	
3:15 PM	0	130	20	0	33	63	1	0	0	0	0	0	30	0	2	0	279	
3:30 PM	0	143	36	0	41	67	3	0	0	0	0	0	36	0	8	0	334	
3:45 PM	2	140	25	0	33	50	1	0	0	0	0	0	19	0	6	0	276	1120
4:00 PM	0	135	33	0	29	60	1	0	1	0	0	0	34	2	5	0	300	1189
4:15 PM	4	160	25	0	27	61	0	0	0	0	0	0	39	4	2	0	322	1232
4:30 PM	1	134	21	0	41	62	0	0	1	0	0	0	31	0	6	0	297	1195
4:45 PM	3	149	26	0	45	55	1	0	0	0	0	0	37	0	3	0	319	1238
5:00 PM	1	171	18	0	51	52	1	0	0	0	0	0	39	0	6	0	339	1277
5:15 PM	2	182	18	0	34	63	0	0	0	0	0	0	36	1	9	0	345	1300
5:30 PM	1	138	20	0	28	61	0	0	0	0	0	0	22	1	6	0	277	1280
5:45 PM	0	130	19	0	23	61	0	0	0	0	0	0	40	0	6	0	279	1240
6:00 PM	2	126	19	0	21	40	1	0	0	0	0	0	34	0	6	0	249	1150
6:15 PM	1	130	11	0	23	47	0	0	0	0	0	0	36	0	2	0	250	1055
6:30 PM	1	114	7	0	22	38	0	0	0	0	0	0	20	0	3	0	205	983
6:45 PM	1	122	13	0	15	37	1	0	0	0	0	0	22	0	3	0	214	918
7:00 PM	4	108	13	0	9	23	0	0	0	0	0	0	16	0	2	0	175	844
7:15 PM	1	87	20	0	14	34	0	0	0	0	0	0	16	0	4	0	176	770
7:30 PM	2	113	21	0	15	25	1	0	0	0	0	0	8	0	4	0	189	754
7:45 PM	1	80	14	0	8	22	1	0	0	0	0	0	19	0	0	0	145	685
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	27	2584	390	0	543	988	13	0	2	0	0	0	561	9	84	0	5201	
APPROACH %'s :	0.90%	86.10%	13.00%	0.00%	35.17%	63.99%	0.84%	0.00%	100.00%	0.00%	0.00%	0.00%	85.78%	1.38%	12.84%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	7	636	83	0	171	232	2	0	1	0	0	0	143	1	24	0	1300	
PEAK HR FACTOR :	0.583	0.874	0.798	0.000	0.838	0.921	0.500	0.000	0.250	0.000	0.000	0.000	0.917	0.250	0.667	0.000	0.942	
	0.899				0.974				0.250				0.913					
HV%	0%	2%	4%	#DIV/0!	4%	2%	50%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	8%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-009
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32				Old Rte 32					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	3	89	0	0	0	98	0	0	0	0	1	0	0	0	0	0	191	
3:15 PM	0	131	0	0	0	94	0	0	0	0	2	0	0	0	0	0	227	
3:30 PM	1	148	0	0	0	109	0	0	0	0	1	0	0	0	0	0	259	
3:45 PM	2	145	0	0	0	81	0	0	0	0	3	0	0	0	0	0	231	908
4:00 PM	3	138	0	0	0	90	0	0	0	0	0	0	0	0	0	0	231	948
4:15 PM	0	161	0	0	0	84	2	0	0	0	2	0	0	0	0	0	249	970
4:30 PM	3	138	0	0	0	103	0	0	0	0	1	0	0	0	0	0	245	956
4:45 PM	3	147	0	0	0	98	0	0	0	0	4	0	0	0	0	0	252	977
5:00 PM	5	169	0	0	0	104	0	0	0	0	1	0	0	0	0	0	279	1025
5:15 PM	2	190	0	0	0	98	0	0	0	0	2	0	0	0	0	0	292	1068
5:30 PM	0	143	0	0	0	86	0	0	0	0	3	0	0	0	0	0	232	1055
5:45 PM	0	137	0	0	0	84	0	0	0	0	0	0	0	0	0	0	221	1024
6:00 PM	0	131	0	0	0	62	1	0	0	0	0	0	0	0	0	0	194	939
6:15 PM	0	135	0	0	0	72	0	0	0	0	0	0	0	0	0	0	207	854
6:30 PM	0	118	0	0	0	57	0	0	0	0	2	0	0	0	0	0	177	799
6:45 PM	0	125	0	0	0	52	0	0	0	0	0	0	0	0	0	0	177	755
7:00 PM	1	108	0	0	0	29	0	0	0	0	1	0	0	0	0	0	139	700
7:15 PM	0	90	0	0	0	47	0	0	0	0	1	0	0	0	0	0	138	631
7:30 PM	1	115	0	0	0	38	0	0	0	0	2	0	0	0	0	0	156	610
7:45 PM	4	77	0	0	0	30	0	0	0	0	1	0	0	0	0	0	112	545
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	28	2635	0	0	0	1516	3	0	0	0	27	0	0	0	0	0	4209	
APPROACH %'s :	1.05%	98.95%	0.00%	0.00%	0.00%	99.80%	0.20%	0.00%	0.00%	0.00%	100.00%	0.00%						
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	13	644	0	0	0	403	0	0	0	0	8	0	0	0	0	0	1068	
PEAK HR FACTOR :	0.650	0.847	0.000	0.000	0.000	0.969	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.914	
	0.855				0.969				0.500									
HV%	8%	2%	#DIV/0!	#DIV/0!	#DIV/0!	3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Mower Mill Rd
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-010
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Mower Mill Rd				Mower Mill Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	87	0	0	0	97	0	0	0	0	1	0	0	0	0	0	187
3:15 PM	0	125	0	0	0	91	0	0	0	0	1	0	0	0	0	0	217
3:30 PM	1	143	0	0	0	103	0	0	0	0	2	0	0	0	0	0	249
3:45 PM	0	155	0	0	0	84	1	0	0	0	0	0	0	0	0	0	240
4:00 PM	1	136	0	0	0	80	1	0	0	0	1	0	0	0	0	0	219
4:15 PM	1	160	0	0	0	90	0	0	0	0	0	0	0	0	0	0	251
4:30 PM	1	132	0	0	0	103	0	0	0	0	1	0	0	0	0	0	237
4:45 PM	2	150	0	0	0	104	0	0	0	0	1	0	0	0	0	0	257
5:00 PM	0	159	0	0	0	98	1	0	0	0	2	0	0	0	0	0	260
5:15 PM	1	196	0	0	0	93	0	0	0	0	1	0	0	0	0	0	291
5:30 PM	3	142	0	0	0	78	0	0	0	0	1	0	0	0	0	0	224
5:45 PM	0	133	0	0	0	86	0	0	0	0	0	0	0	0	0	0	219
6:00 PM	2	124	0	0	0	67	0	0	0	0	0	0	0	0	0	0	193
6:15 PM	1	140	0	0	0	60	0	0	0	0	1	0	0	0	0	0	202
6:30 PM	0	113	0	0	0	59	1	0	1	0	1	0	0	0	0	0	175
6:45 PM	0	114	0	0	0	46	0	0	0	0	0	0	0	0	0	0	160
7:00 PM	2	109	0	0	0	33	0	0	0	0	0	0	0	0	0	0	144
7:15 PM	2	94	0	0	0	43	0	0	0	0	2	0	0	0	0	0	141
7:30 PM	0	108	0	0	0	32	0	0	1	0	0	0	0	0	0	0	141
7:45 PM	0	86	0	0	0	28	0	0	0	0	0	0	0	0	0	0	114
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	2606	0	0	0	1475	4	0	2	0	15	0	0	0	0	0	4121
APPROACH %'s :	0.72%	99.28%	0.00%	0.00%	0.00%	99.73%	0.27%	0.00%	11.76%	0.00%	88.24%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	637	0	0	0	398	1	0	0	0	5	0	0	0	0	0	1045
PEAK HR FACTOR :	0.500	0.813	0.000	0.000	0.000	0.957	0.250	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.898
	0.813				0.959				0.625								
HV%	0%	3%	#DIV/0!	#DIV/0!	#DIV/0!	4%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Hommelville Rd/Peoples Rd
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 23-380001-006
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Hommelville Rd/Peoples Rd				Hommelville Rd/Peoples Rd					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	1	87	2	0	14	95	1	0	0	3	1	0	7	2	5	0	218	
3:15 PM	4	116	3	0	12	83	0	0	0	2	2	0	2	1	15	0	240	
3:30 PM	3	132	6	0	10	95	0	0	0	7	1	0	5	1	13	0	273	
3:45 PM	3	150	2	0	7	70	0	0	0	1	4	0	4	4	8	0	253	984
4:00 PM	7	124	3	0	11	77	0	0	0	2	1	0	5	1	10	0	241	1007
4:15 PM	7	148	5	0	7	82	0	0	0	2	0	0	5	6	9	0	271	1038
4:30 PM	2	134	2	0	8	102	0	0	0	1	1	0	4	1	19	0	274	1039
4:45 PM	5	143	3	0	16	94	0	0	0	3	3	0	4	0	11	0	282	1068
5:00 PM	4	153	2	0	7	96	0	0	0	0	3	0	0	0	9	0	274	1101
5:15 PM	5	185	7	0	10	91	1	0	0	1	4	0	0	3	10	0	317	1147
5:30 PM	4	134	3	0	10	75	0	0	0	1	4	0	2	0	6	0	239	1112
5:45 PM	1	128	2	0	9	79	1	0	0	3	5	0	3	3	4	0	238	1068
6:00 PM	2	123	2	0	7	63	0	0	0	0	1	0	3	4	15	0	220	1014
6:15 PM	4	133	2	0	4	57	0	0	0	3	3	0	1	0	3	0	210	907
6:30 PM	1	111	2	0	8	52	1	0	0	4	4	0	3	1	5	0	192	860
6:45 PM	4	102	4	0	3	34	0	0	1	2	3	0	1	2	6	0	162	784
7:00 PM	4	106	2	0	4	34	0	0	0	0	0	0	3	1	3	0	157	721
7:15 PM	1	97	1	0	7	40	0	0	0	0	0	0	3	1	11	0	161	672
7:30 PM	0	104	1	0	5	28	0	0	0	0	2	0	2	2	5	0	149	629
7:45 PM	1	88	4	0	4	27	0	0	0	1	0	0	2	2	4	0	133	600
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	63	2498	58	0	163	1374	4	0	1	36	42	0	59	35	171	0	4504	
APPROACH %'s :	2.41%	95.38%	2.21%	0.00%	10.58%	89.16%	0.26%	0.00%	1.27%	45.57%	53.16%	0.00%	22.26%	13.21%	64.53%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	16	615	14	0	41	383	1	0	0	5	11	0	8	4	49	0	1147	
PEAK HR FACTOR :	0.800	0.831	0.500	0.000	0.641	0.939	0.250	0.000	0.000	0.417	0.688	0.000	0.500	0.333	0.645	0.000	0.905	
	0.819				0.966				0.667				0.635					
HV%	0%	2%	0%	#DIV/0!	2%	2%	0%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	13%	0%	2%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Kings Hwy
City: Saugerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-017
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Kings Hwy				Old Kings Hwy					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	0	78	15	0	1	91	0	0	0	0	0	0	16	0	0	0	201	
3:15 PM	0	101	24	0	0	78	0	0	0	0	0	0	19	0	0	0	222	
3:30 PM	0	111	31	0	1	77	0	0	0	0	0	0	25	0	0	0	245	
3:45 PM	0	133	27	0	0	51	0	0	0	0	0	0	17	0	0	0	228	896
4:00 PM	0	116	21	0	0	75	0	0	0	0	0	0	16	0	0	0	228	923
4:15 PM	0	127	32	0	0	85	0	0	0	0	0	0	5	0	0	0	249	950
4:30 PM	0	124	26	0	0	86	0	0	0	0	0	0	28	0	0	0	264	969
4:45 PM	0	122	34	0	1	83	0	0	0	0	0	0	25	0	0	0	265	1006
5:00 PM	0	130	27	0	0	78	0	0	0	0	0	0	21	0	0	0	256	1034
5:15 PM	0	151	39	0	0	81	0	0	0	0	0	0	18	0	0	0	289	1074
5:30 PM	0	109	35	0	1	73	0	0	0	0	0	0	15	0	0	0	233	1043
5:45 PM	0	104	24	0	0	69	0	0	0	0	0	0	19	0	0	0	216	994
6:00 PM	0	119	18	0	0	55	0	0	0	0	0	0	16	0	1	0	209	947
6:15 PM	0	109	29	0	0	43	0	0	0	0	0	0	13	0	0	0	194	852
6:30 PM	0	93	19	0	0	52	0	0	0	0	0	0	10	0	0	0	174	793
6:45 PM	0	99	18	0	1	35	0	0	0	0	0	0	4	0	0	0	157	734
7:00 PM	0	89	15	0	1	33	0	0	0	0	0	0	6	0	0	0	144	669
7:15 PM	0	105	9	0	1	36	0	0	0	0	0	0	7	0	0	0	158	633
7:30 PM	0	90	17	0	0	28	0	0	0	0	0	0	5	0	0	0	140	599
7:45 PM	0	86	8	0	1	24	0	0	0	0	0	0	8	0	0	0	127	569
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	2196	468	0	8	1233	0	0	0	0	0	0	293	0	1	0	4199	
APPROACH %'s :	0.00%	82.43%	17.57%	0.00%	0.64%	99.36%	0.00%	0.00%					99.66%	0.00%	0.34%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	527	126	0	1	328	0	0	0	0	0	0	92	0	0	0	1074	
PEAK HR FACTOR :	0.000	0.873	0.808	0.000	0.250	0.953	0.000	0.000	0.000	0.000	0.000	0.000	0.821	0.000	0.000	0.000	0.929	
		0.859				0.956								0.821				
HV%	#DIV/0!	2%	3%	#DIV/0!	0%	3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	#DIV/0!	#DIV/0!	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32/Malden Turnpike
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 23-380001-023
Date: 1/20/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32/Malden Turnpike				Old Rte 32/Malden Turnpike					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
3:00 PM	1	73	0	0	10	92	0	0	0	0	1	0	0	0	10	0	187	
3:15 PM	1	101	0	0	14	75	0	0	0	0	2	0	0	2	12	0	207	
3:30 PM	1	111	1	0	13	75	0	0	0	0	1	0	0	0	21	0	223	
3:45 PM	0	132	0	0	8	51	0	0	0	0	0	0	0	0	10	0	201	818
4:00 PM	1	109	0	0	14	75	1	0	0	0	0	0	0	0	19	0	219	850
4:15 PM	0	131	0	0	12	89	0	0	0	1	0	0	1	0	15	0	249	892
4:30 PM	1	119	0	0	6	81	0	0	0	0	1	0	0	1	16	0	225	894
4:45 PM	2	123	0	0	5	83	0	0	0	0	2	0	0	0	5	0	220	913
5:00 PM	1	124	0	0	8	76	0	0	0	0	0	0	0	0	21	0	230	924
5:15 PM	1	154	0	0	12	82	0	0	0	1	0	0	1	1	10	0	262	937
5:30 PM	0	108	0	0	6	68	0	0	0	0	1	0	0	0	7	0	190	902
5:45 PM	0	106	0	0	8	72	0	0	0	0	0	0	0	0	8	0	194	876
6:00 PM	2	114	0	0	7	52	0	0	0	0	1	0	0	0	9	0	185	831
6:15 PM	0	112	0	0	7	41	0	0	0	0	0	0	0	0	10	0	170	739
6:30 PM	0	93	0	0	6	48	0	0	0	0	2	0	0	0	8	0	157	706
6:45 PM	0	95	1	0	2	36	0	0	0	0	0	0	0	1	5	0	140	652
7:00 PM	0	90	1	0	2	34	0	0	0	0	0	0	0	0	7	0	134	601
7:15 PM	0	106	0	0	5	34	0	0	0	0	0	0	0	0	5	0	150	581
7:30 PM	0	88	0	0	4	29	0	0	0	0	0	0	0	0	5	0	126	550
7:45 PM	0	87	0	0	2	23	0	0	0	0	1	0	0	0	5	0	118	528
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	11	2176	3	0	151	1216	1	0	0	2	12	0	2	5	208	0	3787	
APPROACH %'s :	0.50%	99.36%	0.14%	0.00%	11.04%	88.89%	0.07%	0.00%	0.00%	14.29%	85.71%	0.00%	0.93%	2.33%	96.74%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	5	520	0	0	31	322	0	0	0	1	3	0	1	2	52	0	937	
PEAK HR FACTOR :	0.625	0.844	0.000	0.000	0.646	0.970	0.000	0.000	0.000	0.250	0.375	0.000	0.250	0.500	0.619	0.000	0.894	
	0.847				0.939				0.500				0.655					
HV%	0%	2%	#DIV/0!	#DIV/0!	13%	3%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	0%	0%	2%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Harry Wells Rd & Buffalo Rd
City: Saugerties
Control: 1-Way Stop(WB)

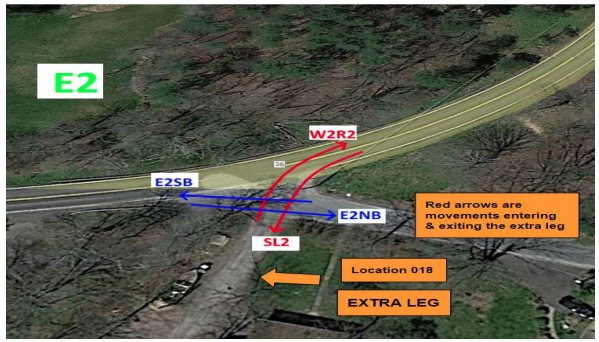
Project ID: 23-380001-018
Date: 1/20/2023

Data - Total

NS/EW Streets:	Harry Wells Rd				Harry Wells Rd					Buffalo Rd				Buffalo Rd					
PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
3:00 PM	0	17	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	25
3:15 PM	0	14	2	0	0	9	0	0	0	0	0	0	0	0	0	2	0	0	27
3:30 PM	0	14	1	0	0	11	0	0	0	0	0	0	0	0	0	1	0	0	27
3:45 PM	0	10	4	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	25
4:00 PM	0	7	5	0	0	6	0	0	0	0	0	0	0	3	0	1	0	0	22
4:15 PM	0	10	2	0	1	6	0	0	0	0	0	0	0	2	0	1	0	0	22
4:30 PM	0	15	4	0	3	13	0	0	0	0	0	0	0	2	0	2	0	0	39
4:45 PM	0	12	2	0	1	10	0	0	1	0	0	0	0	2	0	0	0	0	28
5:00 PM	0	15	4	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	29
5:15 PM	0	11	1	0	1	11	0	0	0	0	0	0	0	1	0	0	0	0	25
5:30 PM	0	11	1	0	1	5	0	0	0	0	0	0	0	2	0	1	0	0	21
5:45 PM	0	4	4	0	5	6	0	0	1	0	0	0	0	2	0	0	0	0	22
6:00 PM	0	8	2	0	0	10	0	0	0	0	0	0	0	0	0	1	0	0	21
6:15 PM	0	7	2	0	1	5	0	0	0	0	0	0	0	2	0	1	0	0	18
6:30 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
6:45 PM	0	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	10
7:15 PM	0	6	3	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	16
7:30 PM	0	4	1	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	15
7:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	8
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
TOTAL VOLUMES :	0	175	40	0	17	146	0	0	3	0	0	0	0	21	0	12	0	1	415
APPROACH %'s :	0.00%	81.40%	18.60%	0.00%	10.24%	87.95%	0.00%	0.00%	1.81%					63.64%	0.00%	36.36%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	0	53	11	0	6	43	0	0	1	0	0	0	0	5	0	2	0	0	121
PEAK HR FACTOR :	0.000	0.883	0.688	0.000	0.500	0.827	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.625	0.000	0.250	0.000	0.000	0.776
		0.842					0.781									0.438			
HV%	#DIV/0!	8%	9%	#DIV/0!	0%	5%	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	60%	#DIV/0!	0%	#DIV/0!	#DIV/0!	

Explanations for extra leg movements

Movements entering the extra leg
SL2 Movements coming from NB on Harry Wells Rd Dwy entering into the extra leg (8 Buffalo Rd)
Movements exiting the extra leg
W2R2 Movements exiting from extra leg (8 Buffalo Rd) entering into Harry Wells Rd heading NB



National Data & Surveying Services Intersection Turning Movement Count

Location: Blue Mountain Rd & NYS Route 212
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 22-380048-008
Date: 12/3/2022

Data - Total

NS/EW Streets:	Blue Mountain Rd				Blue Mountain Rd				NYS Route 212				NYS Route 212					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	1	2	0	18	2	7	0	5	37	1	0	0	23	16	0	112	
11:15 AM	0	2	4	0	32	0	3	0	4	39	0	0	0	33	18	0	135	
11:30 AM	0	0	0	0	27	0	7	0	4	36	0	0	0	27	21	0	122	
11:45 AM	0	0	0	0	26	0	4	0	4	30	0	0	1	32	29	0	126	495
12:00 PM	0	2	0	0	16	0	3	0	4	45	0	0	0	30	23	0	123	506
12:15 PM	0	0	0	0	29	0	7	0	2	38	0	0	0	41	22	0	139	510
12:30 PM	0	0	0	0	20	1	11	0	6	51	0	0	0	31	15	0	135	523
12:45 PM	2	0	2	0	20	0	4	0	6	38	0	0	2	51	21	0	146	543
1:00 PM	0	0	1	0	20	0	4	0	4	34	1	0	1	38	18	0	121	541
1:15 PM	0	0	0	0	22	0	6	0	8	34	0	0	0	31	19	0	120	522
1:30 PM	0	0	0	0	18	0	10	0	12	28	0	1	0	41	26	0	136	523
1:45 PM	0	0	0	0	20	0	11	0	6	24	0	0	0	51	18	1	131	508
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	2	5	9	0	268	3	77	0	65	434	2	1	4	429	246	1	1546	
APPROACH %'s :	12.50%	31.25%	56.25%	0.00%	77.01%	0.86%	22.13%	0.00%	12.95%	86.45%	0.40%	0.20%	0.59%	63.09%	36.18%	0.15%		
PEAK HR :	12:00 PM - 01:00 PM																TOTAL	
PEAK HR VOL :	2	2	2	0	85	1	25	0	18	172	0	0	2	153	81	0	543	
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.733	0.250	0.568	0.000	0.750	0.843	0.000	0.000	0.250	0.750	0.880	0.000	0.930	
	0.375				0.771				0.833				0.797					
HV%	0%	0%	0%	#DIV/0!	1%	0%	4%	#DIV/0!	6%	3%	#DIV/0!	#DIV/0!	0%	2%	1%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	0	0	0	15	0	8	0	8	32	0	0	0	33	15	0	111	498
2:15 PM	1	0	0	0	22	0	5	0	6	24	0	0	0	25	30	0	113	491
2:30 PM	0	0	1	0	23	0	4	0	7	24	0	0	0	40	14	0	113	468
2:45 PM	0	0	0	0	22	0	7	0	1	36	0	0	0	33	28	0	127	464
3:00 PM	0	0	1	0	17	0	4	0	6	38	0	0	1	32	26	0	125	478
3:15 PM	0	0	0	0	22	0	4	0	5	34	0	0	0	30	24	0	119	484
3:30 PM	0	0	0	0	23	0	4	0	3	37	0	0	0	34	15	0	116	487
3:45 PM	0	0	0	0	17	0	5	0	7	33	0	0	1	30	25	0	118	478
4:00 PM	0	3	0	0	19	0	7	0	5	26	0	0	0	43	33	0	136	489
4:15 PM	0	0	0	0	22	0	8	0	4	27	0	0	0	44	25	0	130	500
4:30 PM	0	0	0	0	16	0	4	0	5	33	0	0	0	47	23	0	128	512
4:45 PM	0	0	0	0	23	0	5	0	5	16	0	0	0	46	22	0	117	511
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	1	3	2	0	241	0	65	0	62	360	0	0	2	437	280	0	1453	
APPROACH %'s :	16.67%	50.00%	33.33%	0.00%	78.76%	0.00%	21.24%	0.00%	14.69%	85.31%	0.00%	0.00%	0.28%	60.78%	38.94%	0.00%		
PEAK HR :	03:45 PM - 04:45 PM																TOTAL	
PEAK HR VOL :	0	3	0	0	74	0	24	0	21	119	0	0	1	164	106	0	512	
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.841	0.000	0.750	0.000	0.750	0.902	0.000	0.000	0.250	0.872	0.803	0.000	0.941	
	0.250				0.817				0.875				0.891					

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Rd & Rte 212/Saugerties- Woodstock Rd
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 23-380001-011
Date: 1/28/2023

Data - Total

NS/EW Streets:	Churchland Rd				Churchland Rd				Rte 212/Saugerties- Woodstock Rd				Rte 212/Saugerties- Woodstock Rd					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	2	0	3	0	0	0	0	0	0	76	1	0	2	62	0	0	146	
11:15 AM	4	0	1	0	0	0	0	0	0	81	5	0	5	72	0	0	168	
11:30 AM	2	0	6	0	0	0	0	0	0	60	3	0	1	60	0	0	132	
11:45 AM	3	0	3	0	0	0	0	0	0	71	2	0	5	60	0	0	144	590
12:00 PM	4	0	2	0	0	0	0	0	0	71	5	0	2	69	0	0	153	597
12:15 PM	2	0	1	0	0	0	0	0	0	65	1	0	3	52	0	0	124	553
12:30 PM	5	0	4	0	0	0	0	0	0	56	5	0	3	69	0	0	142	563
12:45 PM	9	0	3	0	0	0	0	0	0	95	5	0	3	72	0	0	187	606
1:00 PM	6	0	2	0	0	0	0	0	0	69	6	0	1	53	0	0	137	590
1:15 PM	1	0	3	0	0	0	0	0	0	83	6	0	2	64	0	0	159	625
1:30 PM	5	0	4	0	0	0	0	0	0	65	3	0	3	56	0	0	136	619
1:45 PM	1	0	0	0	0	0	0	0	0	70	1	0	1	78	0	0	151	583
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	44	0	32	0	0	0	0	0	0	862	43	0	31	767	0	0	1779	
APPROACH %'s :	57.89%	0.00%	42.11%	0.00%					0.00%	95.25%	4.75%	0.00%	3.88%	96.12%	0.00%	0.00%		
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	13	0	12	0	0	0	0	0	0	283	15	0	13	261	0	0	597	
PEAK HR FACTOR :	0.361	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.745	0.625	0.000	1.083	0.906	0.000	0.000	0.888	
	0.521								0.745				0.913					
HV%	0%	#DIV/0!	8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	13%	#DIV/0!	15%	2%	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	2	0	3	0	0	0	0	0	0	78	2	0	3	76	0	0	164	610
2:15 PM	3	0	2	0	0	0	0	0	0	59	4	0	2	77	0	0	147	598
2:30 PM	6	0	1	0	0	0	0	0	0	53	0	0	1	68	0	0	129	591
2:45 PM	5	0	2	0	0	0	0	0	0	58	1	0	4	70	0	0	140	580
3:00 PM	5	0	2	0	0	0	0	0	0	57	6	0	5	53	0	0	128	544
3:15 PM	1	0	3	0	0	0	0	0	0	49	5	0	6	61	0	0	125	522
3:30 PM	2	0	1	0	0	0	0	0	0	74	4	0	0	84	0	0	165	558
3:45 PM	5	0	0	0	0	0	0	0	0	61	4	0	1	77	0	0	148	566
4:00 PM	6	0	4	0	0	0	0	0	0	71	3	0	3	65	0	0	152	590
4:15 PM	4	0	2	0	0	0	0	0	0	68	0	0	2	67	0	0	143	608
4:30 PM	5	0	2	0	0	0	0	0	0	63	3	0	3	62	0	0	138	581
4:45 PM	1	0	1	0	0	0	0	0	0	38	1	0	2	61	0	1	105	538
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	45	0	23	0	0	0	0	0	0	729	33	0	32	821	0	1	1684	
APPROACH %'s :	66.18%	0.00%	33.82%	0.00%					0.00%	95.67%	4.33%	0.00%	3.75%	96.14%	0.00%	0.12%		
PEAK HR :	03:30 PM - 04:30 PM																TOTAL	
PEAK HR VOL :	17	0	7	0	0	0	0	0	0	274	11	0	6	293	0	0	608	
PEAK HR FACTOR :	0.708	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.926	0.688	0.000	0.500	0.872	0.000	0.000	0.921	
	0.600								0.913				0.890					

National Data & Surveying Services Intersection Turning Movement Count

Location: NYS Route 32 & NYS Route 212
City: Saugerties
Control: Signalized

Project ID: 22-380048-001
Date: 12/3/2022

Data - Total

NS/EW Streets:	NYS Route 32				NYS Route 32				NYS Route 212				NYS Route 212					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	2	5	0	0	60	4	16	0	18	54	2	0	0	40	81	0	282	
11:15 AM	1	7	1	0	64	3	18	0	12	51	2	0	0	41	76	0	276	
11:30 AM	1	6	1	0	64	5	9	0	6	59	1	0	0	39	88	0	279	
11:45 AM	1	3	1	0	66	3	11	0	16	49	2	0	2	49	77	0	280	1117
12:00 PM	2	6	2	0	74	4	13	0	7	63	2	0	1	48	69	0	291	1126
12:15 PM	1	5	3	0	66	9	20	0	7	46	0	0	1	42	66	0	266	1116
12:30 PM	0	9	2	0	56	10	18	0	14	68	0	0	0	47	89	0	313	1150
12:45 PM	0	10	1	0	76	6	16	0	8	44	0	0	0	48	77	0	286	1156
1:00 PM	2	4	3	0	60	6	14	0	11	57	2	0	2	49	81	0	291	1156
1:15 PM	2	2	0	0	75	4	12	0	13	49	4	0	1	57	92	0	311	1201
1:30 PM	2	4	1	0	59	7	14	0	9	54	3	0	2	47	91	0	293	1181
1:45 PM	1	5	2	0	76	1	16	0	8	37	0	0	1	56	82	0	285	1180
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	15	66	17	0	796	62	177	0	129	631	18	0	10	563	969	0	3453	
APPROACH %'s :	15.31%	67.31%	17.35%	0.00%	76.91%	5.99%	17.10%	0.00%	16.58%	81.11%	2.31%	0.00%	0.65%	36.51%	62.84%	0.00%		
PEAK HR :	12:30 PM - 01:30 PM																TOTAL	
PEAK HR VOL :	4	25	6	0	267	26	60	0	46	218	6	0	3	201	339	0	1201	
PEAK HR FACTOR :	0.500	0.625	0.500	0.000	0.878	0.650	0.833	0.000	0.821	0.801	0.375	0.000	0.375	0.882	0.921	0.000	0.959	
	0.795				0.901				0.823				0.905					
HV%	0%	0%	0%	#DIV/0!	2%	0%	2%	#DIV/0!	4%	1%	0%	#DIV/0!	0%	1%	1%	#DIV/0!		

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	2	5	0	0	51	6	20	0	10	39	1	0	1	36	96	0	267	1156
2:15 PM	0	2	2	0	53	6	18	0	15	42	2	0	1	51	82	0	274	1119
2:30 PM	2	3	0	0	54	1	12	0	10	35	1	0	4	51	75	0	248	1074
2:45 PM	3	3	0	0	48	6	15	0	12	49	0	0	2	58	83	0	279	1068
3:00 PM	1	6	1	0	38	6	17	0	16	49	0	0	0	55	102	0	291	1092
3:15 PM	1	4	1	0	55	5	18	0	9	43	1	0	0	45	90	0	272	1090
3:30 PM	0	3	1	0	40	4	19	0	16	49	0	0	0	43	84	0	259	1101
3:45 PM	1	3	0	0	57	6	15	0	17	43	1	0	1	49	104	0	297	1119
4:00 PM	2	5	1	0	48	3	15	0	11	38	1	0	0	59	88	0	271	1099
4:15 PM	1	3	0	0	58	0	21	0	12	37	1	0	0	53	71	0	257	1084
4:30 PM	1	4	0	0	50	5	21	0	8	36	0	0	1	63	77	0	266	1091
4:45 PM	2	4	1	0	60	7	15	0	10	34	0	0	0	40	89	0	262	1056
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	16	45	7	0	612	55	206	0	146	494	8	0	10	603	1041	0	3243	
APPROACH %'s :	23.53%	66.18%	10.29%	0.00%	70.10%	6.30%	23.60%	0.00%	22.53%	76.23%	1.23%	0.00%	0.60%	36.46%	62.94%	0.00%		
PEAK HR :	03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL :	3	16	3	0	190	21	69	0	58	184	2	0	1	192	380	0	1119	
PEAK HR FACTOR :	0.750	0.667	0.750	0.000	0.833	0.875	0.908	0.000	0.853	0.939	0.500	0.000	0.250	0.873	0.913	0.000	0.942	
	0.688				0.897				0.938				0.912					

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Ln & NYS Route 32/NYS Route 212
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 22-380048-002
Date: 12/3/2022

Data - Total

NS/EW Streets:	Churchland Ln				Churchland Ln				NYS Route 32/NYS Route 212				NYS Route 32/NYS Route 212				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	0	4	0	0	0	0	0	0	118	2	0	3	131	0	0	259	
11:15 AM	2	0	2	0	0	0	0	0	0	126	0	0	2	115	0	0	247	
11:30 AM	0	0	2	0	0	0	0	0	0	130	1	0	3	129	0	0	265	
11:45 AM	0	0	5	0	0	0	0	0	0	123	1	0	4	132	0	0	265	1036
12:00 PM	1	0	4	0	0	0	0	0	0	145	2	0	3	121	0	0	276	1053
12:15 PM	0	0	3	0	0	0	0	0	0	122	4	0	2	114	0	0	245	1051
12:30 PM	2	0	2	0	0	0	0	0	0	133	2	0	3	141	0	0	283	1069
12:45 PM	1	0	0	0	0	0	0	0	0	126	4	0	5	128	0	0	264	1068
1:00 PM	1	0	5	0	0	0	0	0	0	128	1	0	1	132	0	0	268	1060
1:15 PM	0	0	3	0	0	0	0	0	0	136	1	0	4	161	0	0	305	1120
1:30 PM	1	0	5	0	0	0	0	0	0	122	0	0	1	138	0	0	267	1104
1:45 PM	1	0	1	0	0	0	0	0	0	120	0	0	4	142	0	0	268	1108
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	10	0	36	0	0	0	0	0	0	1529	18	0	35	1584	0	0	3212	
APPROACH %'s :	21.74%	0.00%	78.26%	0.00%					0.00%	98.84%	1.16%	0.00%	2.16%	97.84%	0.00%	0.00%		
PEAK HR :	12:30 PM - 01:30 PM																TOTAL	
PEAK HR VOL :	4	0	10	0	0	0	0	0	0	523	8	0	13	562	0	0	1120	
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.961	0.500	0.000	0.650	0.873	0.000	0.000	0.918	
	0.583								0.969				0.871					
HV%	25%	#DIV/0!	10%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	1	0	0	0	0	0	0	93	0	0	2	135	0	0	232	1072
2:15 PM	1	0	5	0	0	0	0	0	0	108	0	0	3	135	0	0	252	1019
2:30 PM	1	0	5	0	0	0	0	0	0	96	0	0	6	130	0	0	238	990
2:45 PM	0	0	3	0	0	0	0	0	0	105	1	0	2	148	0	0	259	981
3:00 PM	0	0	6	0	0	0	0	0	0	93	0	0	5	161	0	0	265	1014
3:15 PM	1	0	2	0	0	0	0	0	0	101	0	0	4	136	0	0	244	1006
3:30 PM	0	0	3	0	0	0	0	0	0	95	3	0	4	132	0	0	237	1005
3:45 PM	0	0	4	0	0	0	0	0	0	114	0	0	1	162	0	0	281	1027
4:00 PM	0	0	3	0	0	0	0	0	0	100	0	0	5	157	0	0	265	1027
4:15 PM	0	0	4	0	0	0	0	0	0	102	0	0	7	133	0	0	246	1029
4:30 PM	0	0	2	0	0	0	0	0	0	92	0	0	6	144	0	0	244	1036
4:45 PM	1	0	2	0	0	0	0	0	0	101	2	0	3	132	0	0	241	996
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	5	0	40	0	0	0	0	0	0	1200	6	0	48	1705	0	0	3004	
APPROACH %'s :	11.11%	0.00%	88.89%	0.00%					0.00%	99.50%	0.50%	0.00%	2.74%	97.26%	0.00%	0.00%		
PEAK HR :	03:45 PM - 04:45 PM																TOTAL	
PEAK HR VOL :	0	0	13	0	0	0	0	0	0	408	0	0	19	596	0	0	1036	
PEAK HR FACTOR :	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.895	0.000	0.000	0.679	0.920	0.000	0.000	0.922	
	0.813								0.895				0.943					

National Data & Surveying Services Intersection Turning Movement Count

Location: Saugerties Manor Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-022
Date: 1/28/2023

Data - Total

NS/EW Streets:	Saugerties Manor Rd				Saugerties Manor Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	1	0	0	0	0	142	0	0	0	168	0	0	311	
11:15 AM	0	0	0	0	1	0	0	0	0	141	0	0	0	210	0	0	352	
11:30 AM	0	0	0	0	1	0	1	0	0	118	0	0	0	171	0	0	291	
11:45 AM	0	0	0	0	0	0	1	0	0	141	0	0	0	154	3	0	299	1253
12:00 PM	0	0	0	0	2	0	0	0	0	152	0	0	0	190	0	0	344	1286
12:15 PM	0	0	0	0	1	0	0	0	0	128	0	0	0	139	1	0	269	1203
12:30 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	168	0	0	302	1214
12:45 PM	0	0	0	0	0	0	0	0	0	148	0	0	0	171	0	0	319	1234
1:00 PM	0	0	0	0	0	0	0	0	0	131	0	0	0	149	1	0	281	1171
1:15 PM	0	0	0	0	0	0	0	0	0	148	0	0	0	143	1	0	292	1194
1:30 PM	0	0	0	0	1	0	0	0	0	127	0	0	0	165	0	0	293	1185
1:45 PM	0	0	0	0	0	0	2	0	0	136	0	1	0	152	0	0	291	1157
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	7	0	4	0	0	1646	0	1	0	1980	6	0	3644	
APPROACH %'s :					63.64%	0.00%	36.36%	0.00%	0.00%	99.94%	0.00%	0.06%	0.00%	99.70%	0.30%	0.00%		
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	4	0	2	0	0	552	0	0	0	725	3	0	1286	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.908	0.000	0.000	0.000	0.863	0.250	0.000	0.913	
						0.750				0.908				0.867				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	3%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	3	0	0	0	0	130	0	0	0	183	0	0	316	1192
2:15 PM	0	0	0	0	0	0	0	0	0	133	0	0	0	160	0	0	293	1193
2:30 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	145	0	0	279	1179
2:45 PM	0	0	0	0	0	0	0	0	0	116	0	0	0	166	0	0	282	1170
3:00 PM	0	0	0	0	0	0	0	0	1	133	0	0	0	167	1	0	302	1156
3:15 PM	0	0	0	0	2	0	0	0	0	109	0	0	0	143	1	0	255	1118
3:30 PM	0	0	0	0	0	0	1	0	0	137	0	0	0	182	0	0	320	1159
3:45 PM	0	0	0	0	0	0	0	0	0	131	0	0	0	135	1	0	267	1144
4:00 PM	0	0	0	0	0	0	1	0	0	120	0	0	0	154	0	0	275	1117
4:15 PM	0	0	0	0	1	0	0	0	0	129	0	0	0	134	2	0	266	1128
4:30 PM	0	0	0	0	0	0	0	0	0	121	0	0	0	134	0	0	255	1063
4:45 PM	0	0	0	0	2	0	0	0	0	118	0	0	0	122	0	0	242	1038
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	8	0	2	0	1	1511	0	0	0	1825	5	0	3352	
APPROACH %'s :					80.00%	0.00%	20.00%	0.00%	0.07%	99.93%	0.00%	0.00%	0.00%	99.73%	0.27%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	513	0	0	0	654	0	0	1170	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.957	0.000	0.000	0.000	0.893	0.000	0.000	0.926	
						0.250				0.957				0.893				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stewart's Shop's Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-015
Date: 1/28/2023

Data - Total

NS/EW Streets: Stewart's Shop's Dwy | Stewart's Shop's Dwy | Rte 212/Ulster Ave | Rte 212/Ulster Ave

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
11:00 AM	0	0	0	0	1	0	16	0	0	141	0	0	2	0	152	1	0	7	0	320
11:15 AM	0	0	0	0	1	0	13	0	0	142	0	0	1	0	198	0	0	6	0	361
11:30 AM	0	0	0	0	0	0	20	0	0	117	0	0	2	0	150	1	0	11	1	302
11:45 AM	0	0	0	0	1	0	6	0	0	139	0	0	1	0	150	0	0	9	0	306
12:00 PM	0	0	0	0	1	0	15	0	0	150	0	0	5	0	175	0	0	11	1	358
12:15 PM	0	0	0	0	1	0	10	0	0	126	0	0	3	0	129	0	0	3	0	272
12:30 PM	0	0	0	0	4	0	10	0	0	131	0	0	1	0	158	0	0	14	0	318
12:45 PM	0	0	0	0	4	0	14	0	0	149	0	0	1	0	159	1	0	6	0	334
1:00 PM	0	0	0	0	0	0	12	0	0	127	0	0	2	0	136	0	0	6	0	283
1:15 PM	0	0	0	0	0	0	15	0	0	145	0	0	5	0	130	1	0	6	0	302
1:30 PM	0	0	0	0	1	0	10	0	0	127	0	0	1	0	154	0	0	5	0	298
1:45 PM	0	0	0	0	2	0	5	0	0	132	0	0	4	0	148	0	0	5	0	296
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	16	0	146	0	0	1626	0	0	28	0	1839	4	0	89	2	3750
APPROACH %'s :					9.88%	0.00%	90.12%	0.00%	0.00%	98.31%	0.00%	0.00%	1.69%	0.00%	95.19%	0.21%	0.00%	4.61%	100.00%	
PEAK HR :	11:15 AM - 12:15 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	3	0	54	0	0	548	0	0	9	0	673	1	0	37	2	1327
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.675	0.000	0.000	0.913	0.000	0.000	0.450	0.000	0.850	0.250	0.000	0.841	0.500	0.919
							0.713				0.898					0.871				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	3%	#DIV/0!	#DIV/0!	0%	#DIV/0!	2%	0%	#DIV/0!	0%	0%	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
2:00 PM	0	0	0	0	1	0	13	0	0	128	0	0	4	0	169	0	0	10	0	325
2:15 PM	0	0	0	0	2	0	11	0	0	133	0	0	1	0	149	0	0	10	0	306
2:30 PM	0	0	0	0	0	0	6	0	0	132	0	0	2	0	139	0	0	3	0	282
2:45 PM	0	0	0	0	1	0	16	0	0	113	0	0	1	0	151	0	0	8	0	290
3:00 PM	0	0	0	0	0	0	15	0	0	133	0	0	2	0	154	0	0	10	0	314
3:15 PM	0	0	0	0	1	0	13	0	0	106	0	0	4	0	130	1	0	9	0	264
3:30 PM	0	0	0	0	2	0	12	0	0	133	0	0	5	0	170	0	0	12	0	334
3:45 PM	0	0	0	0	2	0	10	0	0	129	0	0	2	0	125	0	0	10	1	279
4:00 PM	0	0	0	0	2	0	16	0	0	117	0	0	3	0	137	0	0	5	0	280
4:15 PM	0	0	0	0	3	0	10	0	0	127	0	0	3	0	127	0	0	9	0	279
4:30 PM	0	0	0	0	3	0	5	0	0	117	0	0	4	0	128	0	0	7	0	264
4:45 PM	0	0	0	0	1	0	7	0	0	115	0	0	4	0	115	0	0	7	1	250
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	18	0	134	0	0	1483	0	0	35	0	1694	1	0	100	2	3467
APPROACH %'s :					11.84%	0.00%	88.16%	0.00%	0.00%	97.69%	0.00%	0.00%	2.31%	0.00%	94.37%	0.06%	0.00%	5.57%	100.00%	
PEAK HR :	02:00 PM - 03:00 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	4	0	46	0	0	506	0	0	8	0	608	0	0	31	0	1203
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.719	0.000	0.000	0.951	0.000	0.000	0.500	0.000	0.899	0.000	0.000	0.775	0.000	0.925
							0.735				0.959					0.892				

Explanations for extra leg movements

Movements entering the extra leg

EL2 Movements coming from EB on Ulster Ave entering into he extra leg (Stewardst's Shop Dwy)
WR2 Movements coming from WB on Ulster Ave entering into he extra leg (Stewardst's Shop Dwy)

Movements exiting the extra leg

S2R2 Movements exiting from extra leg (Stewart's Shop Dwy) entering into Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: I-87 NB Exit/Entrance Ramps & NYS Route 32/NYS Route 212
City: Saugerties
Control: Signalized

Project ID: 22-380048-003
Date: 12/3/2022

Data - Total

NS/EW Streets:	I-87 NB Exit/Entrance Ramps				I-87 NB Exit/Entrance Ramps				NYS Route 32/NYS Route 212				NYS Route 32/NYS Route 212					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	30	3	12	0	11	4	7	0	7	105	13	0	19	105	12	0	328	
11:15 AM	25	1	11	0	13	3	7	0	7	98	18	0	13	79	9	0	284	
11:30 AM	20	2	17	0	11	1	4	0	6	121	8	0	17	110	11	0	328	
11:45 AM	21	1	24	0	9	0	8	0	4	116	6	0	12	105	16	0	322	1262
12:00 PM	11	3	10	0	6	3	8	0	4	134	11	0	16	108	15	0	329	1263
12:15 PM	24	2	13	0	12	0	9	0	4	104	15	0	22	80	18	0	303	1282
12:30 PM	24	3	11	0	9	0	9	0	7	118	16	0	12	114	13	0	336	1290
12:45 PM	16	2	13	0	11	3	6	0	6	109	10	0	11	112	6	0	305	1273
1:00 PM	24	4	21	0	7	0	10	0	5	121	12	0	9	96	13	0	322	1266
1:15 PM	24	6	13	0	11	3	6	0	8	128	6	0	10	134	14	0	363	1326
1:30 PM	25	4	17	0	14	3	7	0	7	104	14	0	7	104	10	0	316	1306
1:45 PM	16	1	14	0	7	1	7	0	2	102	12	0	13	128	11	0	314	1315
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	260	32	176	0	121	21	88	0	67	1360	141	0	161	1275	148	0	3850	
APPROACH %'s :	55.56%	6.84%	37.61%	0.00%	52.61%	9.13%	38.26%	0.00%	4.27%	86.73%	8.99%	0.00%	10.16%	80.49%	9.34%	0.00%		
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	77	7	62	0	39	7	27	0	21	469	43	0	58	402	51	0	1263	
PEAK HR FACTOR :	0.802	0.292	0.738	0.000	0.886	0.583	0.675	0.000	0.656	0.916	0.672	0.000	1.208	0.750	0.911	0.000	0.960	
	0.745				0.913				0.938				0.809					
HV%	6%	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	2%	9%	#DIV/0!	0%	3%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	22	3	16	0	6	1	5	0	7	85	10	0	16	103	15	0	289	1282
2:15 PM	21	2	17	0	10	2	11	0	5	93	10	0	13	108	10	0	302	1221
2:30 PM	27	5	11	0	10	0	7	0	12	83	8	0	16	100	15	0	294	1199
2:45 PM	28	1	16	0	7	2	9	0	5	91	6	0	9	110	7	0	291	1176
3:00 PM	26	0	6	0	9	1	11	0	5	88	13	0	10	125	13	0	307	1194
3:15 PM	35	1	13	0	8	2	4	0	3	86	10	0	12	97	8	0	279	1171
3:30 PM	19	1	12	0	5	2	5	0	6	86	12	0	12	115	9	0	284	1161
3:45 PM	31	2	10	0	9	1	5	0	7	100	11	0	12	131	9	0	328	1198
4:00 PM	18	2	8	0	5	1	9	0	5	78	12	0	22	127	9	0	296	1187
4:15 PM	19	1	9	0	10	0	2	0	2	99	8	0	9	112	11	0	282	1190
4:30 PM	24	0	12	0	6	0	5	0	4	83	7	0	7	119	12	0	279	1185
4:45 PM	22	1	8	0	6	1	6	0	2	92	6	0	11	103	7	0	265	1122
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	292	19	138	0	91	13	79	0	63	1064	113	0	149	1350	125	0	3496	
APPROACH %'s :	65.03%	4.23%	30.73%	0.00%	49.73%	7.10%	43.17%	0.00%	5.08%	85.81%	9.11%	0.00%	9.17%	83.13%	7.70%	0.00%		
PEAK HR :	03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL :	111	4	41	0	31	6	25	0	21	360	46	0	46	468	39	0	1198	
PEAK HR FACTOR :	0.793	0.500	0.788	0.000	0.861	0.750	0.568	0.000	0.750	0.900	0.885	0.000	0.958	0.893	0.750	0.000	0.913	
	0.796				0.738				0.905				0.910					

National Data & Surveying Services Intersection Turning Movement Count

Location: Pizza Star Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-019
Date: 1/28/2023

Data - Total

NS/EW Streets:	Pizza Star Dwy				Pizza Star Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave						
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	130	0	0	0	129	2	0	1	0	262
11:15 AM	0	0	0	0	1	0	0	0	0	135	0	0	0	169	1	0	0	1	307
11:30 AM	0	0	0	0	0	0	0	0	1	123	0	0	0	125	4	0	1	2	256
11:45 AM	0	0	0	0	0	0	0	0	3	132	0	0	0	143	4	0	2	2	286
12:00 PM	0	0	0	0	0	0	0	0	1	168	0	0	0	153	1	0	0	2	325
12:15 PM	0	0	0	0	0	0	0	0	0	142	0	0	0	113	2	0	3	1	261
12:30 PM	0	0	0	0	0	0	0	0	0	136	0	0	0	156	2	0	0	0	294
12:45 PM	0	0	0	0	0	0	0	0	0	146	0	1	0	153	1	0	0	1	302
1:00 PM	0	0	0	0	0	0	0	0	1	125	0	0	0	134	0	0	0	0	260
1:15 PM	0	0	0	0	0	0	1	0	2	153	0	0	0	117	1	0	3	2	279
1:30 PM	0	0	0	0	0	0	0	0	0	131	0	0	0	134	2	0	2	0	269
1:45 PM	0	0	0	0	0	0	0	0	0	142	0	0	0	150	0	0	1	0	293
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	0	8	1663	0	1	0	1676	20	0	13	11	3394
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.48%	99.46%	0.00%	0.06%	0.00%	98.82%	1.18%	0.00%	54.17%	45.83%	
FORCED PEAK HR :	11:15 AM - 12:15 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	5	558	0	0	0	590	10	0	3	7	1174
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.250	0.830	0.000	0.000	0.000	0.946	1.250	0.000	0.250	0.875	0.903
										0.833				0.949					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	3%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!	0%	0%	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	137	0	0	0	165	0	0	1	0	303
2:15 PM	0	0	0	0	0	0	0	0	1	135	0	0	0	152	3	0	1	1	293
2:30 PM	0	0	0	0	0	0	0	0	1	131	0	0	0	129	4	0	0	2	267
2:45 PM	0	0	0	0	0	0	1	0	2	126	0	0	0	123	0	0	0	1	253
3:00 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	145	2	0	0	4	285
3:15 PM	0	0	0	0	0	0	0	0	1	112	0	0	0	129	1	0	0	4	247
3:30 PM	0	0	0	0	0	0	0	0	0	142	0	0	0	168	2	0	2	1	315
3:45 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	133	2	0	0	1	270
4:00 PM	0	0	0	0	0	0	0	0	0	109	0	0	0	140	1	0	1	0	251
4:15 PM	0	0	0	0	0	0	0	0	1	134	0	0	0	126	1	0	1	0	263
4:30 PM	0	0	0	0	0	0	0	0	2	113	0	0	0	105	3	0	2	1	226
4:45 PM	0	0	0	0	0	0	1	0	0	116	0	0	0	106	3	0	1	4	231
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	8	1523	0	0	0	1621	22	0	9	19	3204
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.52%	99.48%	0.00%	0.00%	0.00%	98.66%	1.34%	0.00%	32.14%	67.86%	
PEAK HR :	03:00 PM - 04:00 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	522	0	0	0	575	7	0	2	10	1117
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.919	0.000	0.000	0.000	0.856	0.875	0.000	0.250	0.625	0.887
										0.921				0.856					

1111	
1174	
1128	
1166	
1182	
1117	
1135	
1110	
1101	
1144	
1158	
1156	
1116	
1098	
1052	
1100	
1117	
1083	
1099	
1010	
971	

Explanations for extra leg movements

Movements exiting the extra leg

S2R2	Movements exiting from extra leg (Pizza Star Dwy) entering into Ulster Ave heading WB
S2L2	Movements exiting from extra leg (Pizza Star Dwy) entering into Ulster Ave heading EB



National Data & Surveying Services Intersection Turning Movement Count

Location: Tomsons Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-021
Date: 1/28/2023

Data - Total

NS/EW Streets:	Tomsons Rd				Tomsons Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	7	0	2	129	0	0	0	124	2	0	264
11:15 AM	0	0	0	0	0	0	3	0	4	131	0	0	0	167	0	0	305
11:30 AM	0	0	0	0	0	0	5	0	1	124	0	0	0	124	0	0	254
11:45 AM	0	0	0	0	2	0	9	0	4	128	0	0	0	139	0	0	282
12:00 PM	0	0	0	0	0	0	2	0	3	166	0	0	0	151	0	0	322
12:15 PM	0	0	0	0	0	0	3	0	1	143	0	0	0	113	0	0	260
12:30 PM	0	0	0	0	2	0	4	0	3	135	0	0	0	153	1	0	298
12:45 PM	0	0	0	0	0	0	8	0	2	143	0	1	0	145	1	0	300
1:00 PM	0	0	0	0	0	0	2	0	3	121	0	0	0	132	2	0	260
1:15 PM	0	0	0	0	0	0	5	0	2	155	0	0	0	113	0	0	275
1:30 PM	0	0	0	0	0	0	5	0	1	131	0	0	0	132	1	0	270
1:45 PM	0	0	0	0	0	0	4	0	3	141	0	0	0	145	0	0	293
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	57	0	29	1647	0	1	0	1638	7	0	3383
APPROACH %'s :					6.56%	0.00%	93.44%	0.00%	1.73%	98.21%	0.00%	0.06%	0.00%	99.57%	0.43%	0.00%	
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	18	0	11	572	0	0	0	556	1	0	1162
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.563	0.000	0.917	0.861	0.000	0.000	0.000	0.908	0.250	0.000	0.903
						0.688				0.862				0.904			
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	3%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	3	0	3	133	0	0	0	163	0	0	302
2:15 PM	0	0	0	0	0	0	5	0	1	137	0	0	0	149	0	0	292
2:30 PM	0	0	0	0	0	0	3	0	3	128	0	0	0	131	0	0	265
2:45 PM	0	0	0	0	0	0	3	0	1	124	0	1	0	118	1	0	248
3:00 PM	0	0	0	0	0	0	2	0	2	132	0	0	0	147	0	0	283
3:15 PM	0	0	0	0	0	0	4	0	4	108	0	0	0	124	1	0	241
3:30 PM	0	0	0	0	0	0	7	0	3	141	0	0	0	163	1	0	315
3:45 PM	0	0	0	0	0	0	2	0	3	131	0	0	0	133	0	0	269
4:00 PM	0	0	0	0	1	0	6	0	4	106	0	0	0	136	2	0	255
4:15 PM	0	0	0	0	0	0	6	0	2	133	0	0	0	120	1	0	262
4:30 PM	0	0	0	0	0	0	5	0	2	113	0	0	0	103	0	0	223
4:45 PM	0	0	0	0	2	0	8	0	2	115	0	0	0	102	1	0	230
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	54	0	30	1501	0	1	0	1589	7	0	3185
APPROACH %'s :					5.26%	0.00%	94.74%	0.00%	1.96%	97.98%	0.00%	0.07%	0.00%	99.56%	0.44%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	15	0	12	512	0	0	0	567	2	0	1108
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.750	0.908	0.000	0.000	0.000	0.870	0.500	0.000	0.879
						0.536				0.910				0.867			

National Data & Surveying Services Intersection Turning Movement Count

Location: Kings Hwy & NYS Route 32/NYS Route 212
City: Saugerties
Control: Signalized

Project ID: 22-380048-004
Date: 12/3/2022

Data - Total

NS/EW Streets:	Kings Hwy				Kings Hwy				NYS Route 32/NYS Route 212				NYS Route 32/NYS Route 212				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	1	1	0	0.5	1.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	31	0	7	0	0	1	0	0	1	92	33	0	8	99	1	0	273	
11:15 AM	31	0	10	0	0	0	1	0	3	83	37	1	16	71	0	0	253	
11:30 AM	42	0	11	0	1	0	0	0	2	98	43	1	3	89	0	0	290	
11:45 AM	31	0	11	0	1	0	0	0	1	102	40	0	11	95	0	0	292	1108
12:00 PM	38	0	13	0	1	0	1	0	0	104	44	0	19	92	1	0	313	1148
12:15 PM	30	0	11	0	0	0	0	0	1	85	36	0	14	83	1	0	261	1156
12:30 PM	29	0	7	0	1	0	0	0	0	93	50	0	10	106	1	0	297	1163
12:45 PM	37	2	4	0	0	1	0	0	1	98	30	0	10	85	2	0	270	1141
1:00 PM	29	0	11	0	0	0	1	0	2	99	41	0	10	82	1	0	276	1104
1:15 PM	50	0	8	0	0	0	0	0	1	96	51	0	5	101	0	0	312	1155
1:30 PM	38	1	7	0	1	2	0	0	1	93	35	0	14	77	2	0	271	1129
1:45 PM	24	1	11	0	0	0	2	0	0	75	45	0	9	119	3	0	289	1148
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	410	4	111	0	5	4	5	0	13	1118	485	2	129	1099	12	0	3397	
APPROACH %'s :	78.10%	0.76%	21.14%	0.00%	35.71%	28.57%	35.71%	0.00%	0.80%	69.10%	29.98%	0.12%	10.40%	88.63%	0.97%	0.00%		
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	142	0	45	0	3	0	2	0	6	387	164	2	49	347	1	0	1148	
PEAK HR FACTOR :	0.934	0.000	0.865	0.000	0.750	0.000	0.500	0.000	1.500	0.930	0.820	0.000	0.645	0.818	0.250	0.000	0.917	
	0.917				0.625				0.944				0.848					
HV%	4%	#DIV/0!	4%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	1%	3%	0%	2%	1%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	1	1	0	0.5	1.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	51	0	9	0	0	0	1	0	3	67	37	0	11	74	1	0	254	1126
2:15 PM	35	0	8	0	1	0	0	0	0	71	39	0	13	86	2	0	255	1069
2:30 PM	47	0	5	0	1	0	0	0	3	86	19	0	15	77	4	0	257	1055
2:45 PM	47	0	11	0	0	0	1	0	1	77	33	0	3	73	1	0	247	1013
3:00 PM	43	1	11	0	1	1	0	0	1	72	27	0	4	97	2	0	260	1019
3:15 PM	41	1	9	0	1	0	1	0	1	78	25	0	9	75	0	0	241	1005
3:30 PM	37	0	12	0	2	0	1	0	1	78	31	0	14	91	2	0	269	1017
3:45 PM	52	0	6	0	3	0	0	0	1	76	34	0	11	96	2	0	281	1051
4:00 PM	38	1	10	0	2	1	0	0	1	67	25	0	11	107	0	0	263	1054
4:15 PM	39	1	9	0	0	0	0	0	1	75	38	0	11	85	2	0	261	1074
4:30 PM	37	0	8	0	1	1	0	0	2	71	26	0	6	96	3	0	251	1056
4:45 PM	41	1	5	0	0	0	0	0	0	76	32	0	7	75	2	0	239	1014
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	508	5	103	0	12	3	4	0	15	894	366	0	115	1032	21	0	3078	
APPROACH %'s :	82.47%	0.81%	16.72%	0.00%	63.16%	15.79%	21.05%	0.00%	1.18%	70.12%	28.71%	0.00%	9.85%	88.36%	1.80%	0.00%		
PEAK HR :	03:30 PM - 04:30 PM																TOTAL	
PEAK HR VOL :	166	2	37	0	7	1	1	0	4	296	128	0	47	379	6	0	1074	
PEAK HR FACTOR :	0.798	0.500	0.771	0.000	0.583	0.250	0.250	0.000	1.000	0.949	0.842	0.000	0.839	0.886	0.750	0.000	0.956	
	0.884				0.750				0.939				0.915					

National Data & Surveying Services Intersection Turning Movement Count

Location: Exon North Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-020
Date: 1/28/2023

Data - Total

NS/EW Streets:	Exon North Dwy				Exon North Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	98	0	0	0	97	0	0	195	
11:15 AM	1	0	2	0	0	0	0	0	0	105	1	0	6	130	0	0	245	
11:30 AM	0	0	4	0	0	0	0	0	0	98	1	0	3	108	0	0	214	
11:45 AM	0	0	3	0	0	0	0	0	0	90	0	0	1	122	0	0	216	870
12:00 PM	2	0	2	0	0	0	0	0	0	110	0	0	5	118	0	0	237	912
12:15 PM	1	0	3	0	0	0	0	0	0	94	2	0	1	88	0	0	189	856
12:30 PM	0	0	1	0	0	0	0	0	0	98	0	0	1	109	0	0	209	851
12:45 PM	0	0	1	0	0	0	0	0	0	116	2	0	1	109	0	0	229	864
1:00 PM	2	0	3	0	0	0	0	0	0	92	2	0	3	114	0	0	216	843
1:15 PM	1	0	1	0	0	0	0	0	0	114	2	0	2	95	0	0	215	869
1:30 PM	0	0	1	0	0	0	0	0	0	97	0	0	4	99	0	0	201	861
1:45 PM	0	0	0	0	0	0	0	0	0	123	1	0	1	107	0	0	232	864
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	7	0	21	0	0	0	0	0	0	1235	11	0	28	1296	0	0	2598	
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	99.12%	0.88%	0.00%	2.11%	97.89%	0.00%	0.00%		
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	3	0	11	0	0	0	0	0	0	403	2	0	15	478	0	0	912	
PEAK HR FACTOR :	0.375	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.916	0.500	0.000	0.625	0.919	0.000	0.000	0.931	
	0.875								0.920				0.906					
HV%	0%	#DIV/0!	9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	0	1	0	0	0	0	0	0	97	2	0	1	122	0	0	225	873
2:15 PM	1	0	3	0	0	0	0	0	0	105	0	0	4	117	0	0	230	888
2:30 PM	0	0	2	0	0	0	0	0	0	88	0	0	3	89	0	0	182	869
2:45 PM	1	0	3	0	0	0	0	0	0	102	3	0	0	92	0	0	201	838
3:00 PM	1	0	2	0	0	0	0	0	0	100	3	0	2	106	0	0	214	827
3:15 PM	5	0	2	0	0	0	0	0	0	83	1	0	1	80	0	0	172	769
3:30 PM	4	0	1	0	0	0	0	0	0	98	1	0	0	125	0	0	229	816
3:45 PM	1	0	3	0	0	0	0	0	0	102	0	0	4	101	0	0	211	826
4:00 PM	3	0	2	0	0	0	0	0	0	75	0	0	1	100	0	0	181	793
4:15 PM	0	0	0	0	0	0	0	0	0	99	2	0	1	77	0	0	179	800
4:30 PM	0	0	1	0	0	0	0	0	0	88	0	0	0	75	0	0	164	735
4:45 PM	1	0	0	0	0	0	0	0	0	84	0	0	1	83	0	0	169	693
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	19	0	20	0	0	0	0	0	0	1121	12	0	18	1167	0	0	2357	
APPROACH %'s :	48.72%	0.00%	51.28%	0.00%					0.00%	98.94%	1.06%	0.00%	1.52%	98.48%	0.00%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	4	0	9	0	0	0	0	0	0	392	5	0	8	420	0	0	838	
PEAK HR FACTOR :	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.417	0.000	0.500	0.861	0.000	0.000	0.911	
	0.813								0.945				0.870					

National Data & Surveying Services Intersection Turning Movement Count

Location: CVS and Big Lots Dwy/Grand Un Plz & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-013
Date: 1/28/2023

Data - Total

NS/EW Streets:	CVS and Big Lots Dwy/Grand Un Plz				CVS and Big Lots Dwy/Grand Un Plz				Rte 212/Ulster Ave				Rte 212/Ulster Ave					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	0	0	0	12	0	15	0	13	85	0	0	0	82	14	0	221	
11:15 AM	0	0	0	0	14	0	19	0	14	93	0	0	0	118	21	0	279	
11:30 AM	0	0	0	0	7	0	15	0	12	89	0	0	0	95	22	0	240	
11:45 AM	0	0	0	0	11	0	14	0	9	85	0	0	0	110	14	0	243	983
12:00 PM	0	0	0	0	14	0	16	0	11	100	0	0	0	106	18	0	265	1027
12:15 PM	0	0	0	0	9	0	16	0	17	81	0	0	0	74	17	0	214	962
12:30 PM	0	0	0	0	20	0	16	0	19	80	0	0	0	93	13	0	241	963
12:45 PM	0	0	0	0	19	0	13	0	27	88	0	0	0	97	20	0	264	984
1:00 PM	0	0	0	0	14	0	22	0	17	79	0	0	0	95	14	0	241	960
1:15 PM	0	0	0	0	8	0	21	1	10	106	0	0	0	76	20	0	242	988
1:30 PM	0	0	0	0	13	0	13	0	16	82	0	0	0	90	14	0	228	975
1:45 PM	0	0	0	0	17	0	19	0	28	95	0	0	0	89	24	0	272	983
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	158	0	199	1	193	1063	0	0	0	1125	211	0	2950	
APPROACH %'s :					44.13%	0.00%	55.59%	0.28%	15.37%	84.63%	0.00%	0.00%	0.00%	84.21%	15.79%	0.00%		
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	46	0	64	0	46	367	0	0	0	429	75	0	1027	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.821	0.000	0.842	0.000	0.821	0.918	0.000	0.000	0.000	0.909	0.852	0.000	0.920	
					0.833				0.930				0.906					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	#DIV/0!	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	0	0	0	22	0	23	0	24	74	0	0	0	100	14	1	258	1000
2:15 PM	0	0	0	0	10	0	17	0	9	99	0	0	0	104	13	0	252	1010
2:30 PM	0	0	0	0	15	0	19	0	10	79	0	0	0	73	24	0	220	1002
2:45 PM	0	0	0	0	19	0	17	0	17	89	0	0	0	75	13	0	230	960
3:00 PM	0	0	0	0	12	0	16	0	20	82	0	0	0	92	14	0	236	938
3:15 PM	0	0	0	0	14	0	22	0	16	69	0	0	0	59	19	0	199	885
3:30 PM	0	0	0	0	16	0	16	0	17	82	0	0	0	109	22	0	262	927
3:45 PM	0	0	0	0	22	0	21	0	18	87	0	0	0	85	20	0	253	950
4:00 PM	0	0	0	0	12	0	20	0	11	66	0	0	0	80	15	0	204	918
4:15 PM	0	0	0	0	15	0	24	0	13	86	0	0	0	54	16	0	208	927
4:30 PM	0	0	0	0	17	0	7	0	14	75	0	0	0	68	20	0	201	866
4:45 PM	0	0	0	0	13	0	11	0	17	67	0	0	0	73	11	0	192	805
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	187	0	213	0	186	955	0	0	0	972	201	1	2715	
APPROACH %'s :					46.75%	0.00%	53.25%	0.00%	16.30%	83.70%	0.00%	0.00%	0.00%	82.79%	17.12%	0.09%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	66	0	76	0	60	341	0	0	0	352	64	1	960	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.826	0.000	0.625	0.861	0.000	0.000	0.000	0.846	0.667	0.250	0.930	
					0.789				0.928				0.891					

National Data & Surveying Services Intersection Turning Movement Count

Location: Railroad Ave/Abbotts Ct & Rte 212/Ulster Ave
City: Saugerties
Control: 2-Way Stop(NB/SB)

Project ID: 23-380001-012
Date: 1/28/2023

Data - Total

NS/EW Streets:	Railroad Ave/Abbotts Ct				Railroad Ave/Abbotts Ct				Rte 212/Ulster Ave				Rte 212/Ulster Ave					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	0	16	0	1	1	0	0	0	96	0	0	3	97	1	0	215	
11:15 AM	2	0	11	0	0	0	0	0	0	110	0	0	2	139	0	0	264	
11:30 AM	2	0	7	0	0	0	0	0	0	94	2	0	6	109	0	0	220	
11:45 AM	0	0	6	0	0	0	0	0	0	93	0	0	6	127	0	0	232	931
12:00 PM	0	0	12	0	0	0	0	0	0	116	1	0	3	122	0	0	254	970
12:15 PM	0	0	10	0	0	0	0	0	0	89	0	0	4	88	1	0	192	898
12:30 PM	0	0	7	0	0	0	0	0	0	100	1	0	3	112	0	0	223	901
12:45 PM	0	0	7	0	0	0	0	0	0	105	0	0	1	114	0	0	227	896
1:00 PM	0	0	9	0	0	1	0	0	0	93	0	0	5	109	0	0	217	859
1:15 PM	0	0	6	0	0	0	0	0	0	116	0	0	2	97	0	0	221	888
1:30 PM	0	0	14	0	0	0	0	0	0	94	1	0	3	104	0	0	216	881
1:45 PM	1	0	13	0	0	0	0	0	0	110	1	0	5	116	0	0	246	900
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	5	0	118	0	1	2	0	0	0	1216	6	0	43	1334	2	0	2727	
APPROACH %'s :	4.07%	0.00%	95.93%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	99.51%	0.49%	0.00%	3.12%	96.74%	0.15%	0.00%		
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	4	0	36	0	0	0	0	0	0	413	3	0	17	497	0	0	970	
PEAK HR FACTOR :	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.375	0.000	0.708	0.894	0.000	0.000	0.919	
	0.769								0.889				0.911					
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	1	0	12	0	0	0	0	0	0	99	1	0	3	112	0	0	228	911
2:15 PM	1	0	8	0	0	0	0	0	0	108	0	0	3	117	0	0	237	927
2:30 PM	0	0	7	0	0	0	0	0	0	94	0	0	2	96	0	0	199	910
2:45 PM	0	0	9	0	0	0	0	0	0	107	0	0	2	91	0	0	209	873
3:00 PM	1	0	12	0	0	0	0	0	0	94	1	0	4	104	0	0	216	861
3:15 PM	0	0	5	0	0	0	0	0	0	79	2	0	3	76	0	0	165	789
3:30 PM	0	0	5	0	0	0	0	0	0	98	1	0	3	131	1	0	239	829
3:45 PM	1	0	7	0	1	0	0	0	0	105	2	0	4	105	0	0	225	845
4:00 PM	0	0	9	0	1	0	0	0	0	79	1	0	8	97	0	0	195	824
4:15 PM	2	0	5	0	0	0	0	0	0	99	0	0	4	67	0	0	177	836
4:30 PM	0	0	3	0	0	0	0	0	0	92	1	0	1	90	0	0	187	784
4:45 PM	1	0	7	0	0	0	0	0	0	81	0	0	1	82	0	0	172	731
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	7	0	89	0	2	0	0	0	0	1135	9	0	38	1168	1	0	2449	
APPROACH %'s :	7.29%	0.00%	92.71%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	99.21%	0.79%	0.00%	3.15%	96.77%	0.08%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	2	0	36	0	0	0	0	0	0	408	1	0	10	416	0	0	873	
PEAK HR FACTOR :	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.944	0.250	0.000	0.833	0.889	0.000	0.000	0.921	
	0.731								0.947				0.888					

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 22-380048-007
Date: 12/3/2022

Data - Total

NS/EW Streets: Market St | Market St | Ulster Ave | Ulster Ave

NOON

	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND						
	1	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
11:00 AM	53	7	0	0	0	0	14	22	0	1	20	0	49	0	1	0	0	0	0	0	4	1	172
11:15 AM	50	17	0	0	0	0	23	16	0	1	13	0	67	0	1	0	0	0	0	1	1	0	190
11:30 AM	54	20	0	0	0	0	16	18	0	1	27	1	77	0	0	1	0	0	0	0	1	0	216
11:45 AM	64	18	0	0	1	0	15	25	0	2	22	0	69	0	2	0	0	0	0	1	0	3	222
12:00 PM	68	17	0	0	0	0	11	25	0	0	18	0	67	0	0	0	0	0	0	0	0	1	207
12:15 PM	51	21	0	0	0	0	11	17	0	0	10	0	60	0	0	0	0	0	0	0	0	0	170
12:30 PM	78	14	0	0	0	0	24	19	0	1	16	0	49	0	0	0	0	0	0	0	1	0	202
12:45 PM	65	21	0	0	0	0	16	18	0	1	23	0	67	0	0	0	0	0	0	0	2	1	214
1:00 PM	61	15	0	0	0	0	12	9	1	0	16	0	70	0	0	0	0	0	0	0	0	0	184
1:15 PM	64	20	0	0	0	0	12	26	0	2	21	0	58	0	0	0	0	0	0	0	1	1	205
1:30 PM	64	12	0	0	0	0	14	25	0	0	17	0	50	0	1	0	0	0	0	0	0	0	183
1:45 PM	61	12	0	0	1	0	21	21	0	0	21	0	59	0	2	0	0	0	0	1	0	2	201
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	733	194	0	0	2	0	189	241	1	9	224	1	742	0	7	1	0	0	0	3	10	9	2366
APPROACH %'s :	78.90%	20.88%	0.00%	0.00%	0.22%	0.00%	42.95%	54.77%	0.23%	2.05%	23.00%	0.10%	76.18%	0.00%	0.72%	100.00%	0.00%	0.00%	0.00%	13.64%	45.45%	40.91%	
PEAK HR :	11:15 AM - 12:15 PM																						TOTAL
PEAK HR VOL :	236	72	0	0	1	0	65	84	0	4	80	1	280	0	3	1	0	0	0	2	2	4	835
PEAK HR FACTOR :	0.868	0.900	0.000	0.000	0.250	0.000	0.707	0.840	0.000	0.500	0.741	0.250	0.909	0.000	0.375	0.250	0.000	0.000	0.000	0.500	0.500	0.333	0.940
			0.909					0.911					0.867					0.250					
HV%	0%	0%	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	#DIV/0!	0%	1%	0%	1%	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	0%	

PM

	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND						
	1	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
2:00 PM	61	7	0	0	0	0	13	15	0	1	16	0	49	0	0	0	0	0	0	1	1	0	164
2:15 PM	63	20	0	0	1	0	10	12	0	0	17	0	43	0	1	0	0	0	0	0	2	0	169
2:30 PM	51	11	0	0	0	0	12	16	0	0	11	0	48	0	0	0	0	0	0	0	0	0	149
2:45 PM	60	14	0	0	0	0	7	16	0	1	20	0	55	0	0	0	0	0	0	0	0	0	173
3:00 PM	65	9	2	0	1	0	10	9	0	1	13	0	44	0	1	0	0	0	0	2	1	0	158
3:15 PM	58	12	0	0	0	0	15	18	0	1	16	0	53	0	0	0	0	0	0	0	0	0	173
3:30 PM	67	17	0	0	1	0	14	16	0	1	15	0	53	0	0	0	0	0	0	1	1	0	186
3:45 PM	73	13	0	0	0	0	16	18	0	0	11	0	47	0	2	0	0	0	0	1	0	1	182
4:00 PM	70	11	0	0	0	0	10	16	0	0	9	0	60	0	1	0	0	0	0	0	1	2	180
4:15 PM	61	13	0	0	2	0	5	19	0	0	15	0	57	0	0	0	0	0	0	1	1	0	174
4:30 PM	68	5	0	0	0	0	12	10	0	0	16	0	50	0	1	0	0	0	0	0	1	0	163
4:45 PM	58	5	0	0	0	0	7	11	0	0	12	0	49	0	0	0	0	0	0	0	0	0	142
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	755	137	2	0	5	0	131	176	0	5	171	0	608	0	6	0	0	0	0	6	8	3	2013
APPROACH %'s :	83.98%	15.24%	0.22%	0.00%	0.56%	0.00%	41.99%	56.41%	0.00%	1.60%	21.78%	0.00%	77.45%	0.00%	0.76%					35.29%	47.06%	17.65%	
PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :	271	54	0	0	3	0	45	69	0	1	50	0	217	0	3	0	0	0	0	3	3	3	722
PEAK HR FACTOR :	0.928	0.794	0.000	0.000	0.375	0.000	0.703	0.908	0.000	0.250	0.833	0.000	0.904	0.000	0.375	0.000	0.000	0.000	0.000	0.750	0.750	0.375	0.970
			0.953					0.846					0.938										

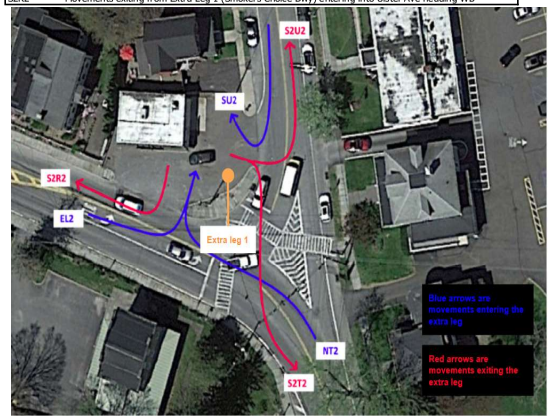
Explanation for extra leg 1 movements

Movements entering the extra leg

NT2	Movements coming from NB on Market St entering into the Extra Leg 1 (Smokers Choice Dwy)
SU2	Movements coming from SB on Market St entering into the Extra Leg 1 (Smokers Choice Dwy)
EL2	Movements coming from EB on Ulster Ave entering into the Extra Leg 1 (Smokers Choice Dwy)

Movements exiting the extra leg

S2U2	Movements exiting from Extra Leg 1 (Smokers Choice Dwy) entering into Market St heading NB
S2T2	Movements exiting from Extra Leg 1 (Smokers Choice Dwy) entering into Market St heading SB
S2R2	Movements exiting from Extra Leg 1 (Smokers Choice Dwy) entering into Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-014
Date: 1/28/2023

Data - Total

NS/EW Streets:	Market St				Market St				Main St				Main St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	52	1	22	0	45	8	1	0	1	11	37	0	178
11:15 AM	0	0	0	0	62	2	29	0	34	8	1	0	0	9	40	0	185
11:30 AM	0	0	0	0	49	3	25	0	47	6	2	0	0	8	51	0	191
11:45 AM	0	0	0	0	41	4	28	0	39	8	3	0	0	8	60	0	191
12:00 PM	0	0	0	0	59	1	30	0	47	7	0	0	1	5	44	0	194
12:15 PM	0	0	0	0	48	2	33	0	45	8	0	0	1	6	45	0	188
12:30 PM	0	0	0	0	44	0	30	0	41	13	0	0	2	8	54	0	192
12:45 PM	0	0	0	0	50	2	25	0	47	10	0	0	3	8	47	0	192
1:00 PM	0	0	0	0	57	3	36	0	50	10	0	0	3	10	40	0	209
1:15 PM	0	0	0	0	32	5	24	0	49	17	0	0	3	11	34	0	175
1:30 PM	0	0	0	0	46	2	26	0	34	13	0	0	3	8	45	0	177
1:45 PM	0	0	0	0	47	1	33	0	39	7	0	0	3	6	46	0	182

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	587	26	341	0	517	115	7	0	20	98	543	0	2254
APPROACH %'s :					61.53%	2.73%	35.74%	0.00%	80.91%	18.00%	1.10%	0.00%	3.03%	14.83%	82.15%	0.00%	
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	211	10	112	0	167	29	6	0	1	30	195	0	761
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.925	0.833	0.778	0.000	0.835	0.558	0.000	0.000	0.083	0.750	0.903	0.000	0.981
						0.867				0.842				0.883			
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	0%	#DIV/0!	2%	10%	0%	#DIV/0!	0%	3%	3%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	50	3	26	0	36	15	1	0	1	8	57	0	197
2:15 PM	0	0	0	0	41	2	27	0	47	8	1	0	0	8	50	0	184
2:30 PM	0	0	0	0	46	4	40	0	29	7	1	0	2	9	50	0	188
2:45 PM	0	0	0	0	48	2	26	0	37	8	2	0	1	11	43	0	178
3:00 PM	0	0	0	0	41	2	24	0	27	10	2	0	3	7	50	0	166
3:15 PM	0	0	0	0	53	1	26	0	33	10	2	0	3	8	52	0	188
3:30 PM	0	0	0	0	38	1	33	0	42	14	2	0	0	6	55	0	191
3:45 PM	0	0	0	0	43	5	27	0	34	6	1	0	1	8	34	1	160
4:00 PM	0	0	0	0	36	2	30	0	34	9	1	0	1	5	58	0	176
4:15 PM	0	0	0	0	45	2	23	0	30	7	0	0	3	4	33	0	147
4:30 PM	0	0	0	0	33	2	19	0	30	5	2	0	1	9	29	0	130
4:45 PM	0	0	0	0	36	0	21	0	23	5	1	0	2	3	21	0	112

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	510	26	322	0	402	104	16	0	18	86	532	1	2017
APPROACH %'s :					59.44%	3.03%	37.53%	0.00%	77.01%	19.92%	3.07%	0.00%	2.83%	13.50%	83.52%	0.16%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	185	11	119	0	149	38	5	0	4	36	200	0	747
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.925	0.688	0.744	0.000	0.793	0.633	0.625	0.000	0.500	0.818	0.877	0.000	0.948
						0.875				0.857				0.909			

National Data & Surveying Services Intersection Turning Movement Count

Location: Partition St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-016
Date: 1/28/2023

Data - Total

NS/EW Streets:	Partition St				Partition St				Main St				Main St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	20	8	18	0	1	17	6	0	3	18	39	0	21	26	4	0	181
11:15 AM	27	20	11	0	2	10	4	0	6	19	41	0	14	16	3	0	173
11:30 AM	33	8	14	0	3	12	8	0	0	15	35	0	20	19	2	0	169
11:45 AM	32	8	17	0	0	12	5	0	5	20	28	0	24	32	4	0	187	710
12:00 PM	20	14	15	0	1	21	4	0	6	24	33	0	15	22	4	0	179	708
12:15 PM	21	11	22	0	4	13	6	0	2	17	35	0	20	28	3	0	182	717
12:30 PM	29	17	20	0	0	5	4	0	4	17	39	0	24	27	0	0	186	734
12:45 PM	19	19	21	0	1	7	5	0	2	19	36	0	17	38	7	0	191	738
1:00 PM	16	20	15	0	1	14	8	0	6	19	39	0	14	26	2	0	180	739
1:15 PM	27	11	23	0	3	12	2	0	4	20	28	0	16	18	2	0	166	723
1:30 PM	29	10	9	0	2	13	6	0	5	22	31	0	21	23	8	0	179	716
1:45 PM	17	19	15	0	2	11	3	0	5	17	30	0	13	32	5	0	169	694
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	290	165	200	0	20	147	61	0	48	227	414	0	219	307	44	0	2142
APPROACH %'s :	44.27%	25.19%	30.53%	0.00%	8.77%	64.47%	26.75%	0.00%	6.97%	32.95%	60.09%	0.00%	38.42%	53.86%	7.72%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	85	67	78	0	6	39	23	0	14	72	149	0	75	119	12	0	739
PEAK HR FACTOR :	0.733	0.838	0.886	0.000	0.375	0.696	0.719	0.000	0.583	0.947	0.955	0.000	0.781	0.783	0.429	0.000	0.967
	0.871				0.739				0.918				0.831				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	29	11	19	0	5	23	8	0	7	25	36	0	16	25	1	0	205	719
2:15 PM	24	7	22	0	1	15	6	0	4	15	23	0	14	30	2	0	163	716
2:30 PM	21	19	13	0	1	6	5	0	6	18	33	0	23	31	3	0	179	716
2:45 PM	22	25	22	0	2	10	5	0	5	15	33	0	18	30	2	0	189	736
3:00 PM	26	12	20	0	0	15	10	0	1	25	31	0	31	20	1	0	192	723
3:15 PM	22	9	23	0	1	15	5	0	1	25	36	0	21	30	2	0	190	750
3:30 PM	28	14	17	0	1	13	6	0	5	16	23	0	26	21	3	0	173	744
3:45 PM	24	24	21	0	2	11	1	0	8	18	29	0	24	21	0	0	183	738
4:00 PM	26	9	26	0	4	19	10	0	8	15	20	0	14	29	1	0	181	727
4:15 PM	20	5	14	0	0	3	1	0	4	18	27	0	13	15	3	0	123	660
4:30 PM	18	17	18	0	2	11	4	0	4	20	15	0	18	16	1	0	144	631
4:45 PM	10	16	13	0	2	6	3	0	4	11	25	1	18	12	0	0	121	569
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	270	168	228	0	21	147	64	0	57	221	331	1	236	280	19	0	2043
APPROACH %'s :	40.54%	25.23%	34.23%	0.00%	9.05%	63.36%	27.59%	0.00%	9.34%	36.23%	54.26%	0.16%	44.11%	52.34%	3.55%	0.00%	
PEAK HR :	02:30 PM - 03:30 PM																TOTAL
PEAK HR VOL :	91	65	78	0	4	46	25	0	13	83	133	0	93	111	8	0	750
PEAK HR FACTOR :	0.875	0.650	0.848	0.000	0.500	0.767	0.625	0.000	0.542	0.830	0.924	0.000	0.750	0.895	0.667	0.000	0.977
	0.848				0.750				0.923				0.930				
HV%	2%	0%	1%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	1%	0%	#DIV/0!	1%	0%	0%	#DIV/0!	

National Data & Surveying Services Intersection Turning Movement Count

Location: NYS Route 32 & Augusta Savage Rd/I 87 SB Exit/Entrance Ramps
City: Saugerties
Control: Signalized

Project ID: 22-380048-005
Date: 12/3/2022

Data - Total

NS/EW Streets:	NYS Route 32				NYS Route 32				Augusta Savage Rd/I 87 SB Exit/Entrance Ramps				Augusta Savage Rd/I 87 SB Exit/Entrance Ramps				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	4	81	19	0	25	62	1	0	0	0	0	0	18	0	1	0	211
11:15 AM	2	72	23	0	27	65	0	0	0	0	1	0	17	0	5	0	212
11:30 AM	1	78	18	0	36	62	0	0	0	1	0	0	21	2	11	0	230
11:45 AM	1	76	18	0	42	53	2	0	0	0	1	0	20	1	9	0	223
12:00 PM	0	70	16	0	24	63	0	0	1	0	0	0	27	0	1	0	202
12:15 PM	0	68	9	0	31	67	0	0	0	0	0	0	30	0	3	0	208
12:30 PM	0	87	20	0	35	64	0	0	0	0	0	0	25	0	3	0	234
12:45 PM	0	78	23	0	22	70	1	0	0	0	0	0	23	1	3	0	221
1:00 PM	0	76	20	0	32	60	0	0	0	0	0	0	23	0	2	0	213
1:15 PM	2	90	11	0	21	61	2	0	0	0	0	0	27	0	0	0	214
1:30 PM	0	88	22	0	29	61	1	0	1	0	1	0	17	1	6	0	227
1:45 PM	3	72	16	0	21	64	0	0	0	1	0	0	24	1	3	0	205
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	936	215	0	345	752	7	0	2	2	3	0	272	6	47	0	2600
APPROACH %'s :	1.12%	80.41%	18.47%	0.00%	31.25%	68.12%	0.63%	0.00%	28.57%	28.57%	42.86%	0.00%	83.69%	1.85%	14.46%	0.00%	
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	4	296	75	0	129	243	2	0	1	1	2	0	85	3	26	0	867
PEAK HR FACTOR :	0.500	0.822	0.815	0.000	0.921	0.868	0.250	0.000	0.000	0.000	0.000	0.000	0.787	0.750	2.167	0.000	0.942
		0.876				0.944								1.018			
HV%	0%	5%	4%	#DIV/0!	3%	4%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	2%	0%	4%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	87	20	0	13	54	3	0	0	1	0	0	22	0	3	0	203
2:15 PM	1	84	20	0	29	53	4	0	0	0	0	0	19	1	1	0	212
2:30 PM	0	66	19	0	28	51	0	0	0	0	1	0	18	1	2	0	186
2:45 PM	2	81	18	0	25	45	0	0	0	0	1	0	18	0	2	0	192
3:00 PM	1	107	19	0	19	35	2	0	1	0	0	0	24	2	2	0	212
3:15 PM	3	81	20	0	28	57	1	0	0	0	0	0	20	0	5	0	215
3:30 PM	0	86	20	0	25	43	0	0	0	0	0	0	20	0	2	0	196
3:45 PM	3	101	23	0	19	53	2	0	0	0	0	0	18	1	3	0	223
4:00 PM	0	79	19	0	27	41	0	0	0	0	0	0	27	0	3	0	196
4:15 PM	0	70	20	0	25	48	0	0	0	0	0	0	28	1	3	0	195
4:30 PM	1	69	20	0	29	49	0	0	0	0	0	0	31	1	5	0	205
4:45 PM	1	83	19	0	18	57	1	0	0	0	0	0	20	1	8	0	208
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	994	237	0	285	586	13	0	1	1	2	0	265	8	39	0	2443
APPROACH %'s :	0.97%	79.97%	19.07%	0.00%	32.24%	66.29%	1.47%	0.00%	25.00%	25.00%	50.00%	0.00%	84.94%	2.56%	12.50%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	7	375	82	0	91	188	5	0	1	0	0	0	82	3	12	0	846
PEAK HR FACTOR :	0.583	0.876	0.891	0.000	0.813	0.825	0.625	0.000	0.250	0.000	0.000	0.000	0.854	0.375	0.600	0.000	0.948
		0.913				0.826				0.250				0.866			

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-009
Date: 1/28/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32				Old Rte 32					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	91	0	1	0	89	1	0	0	0	1	0	0	0	0	0	183	
11:15 AM	1	139	0	0	0	92	0	0	0	0	4	0	0	0	0	0	236	
11:30 AM	0	108	0	0	0	86	0	0	0	0	2	0	0	0	0	0	196	
11:45 AM	0	94	0	0	0	95	0	0	0	0	1	0	0	0	0	0	190	805
12:00 PM	1	121	0	0	0	100	0	0	0	0	1	0	0	0	0	0	223	845
12:15 PM	0	90	0	0	0	86	0	0	0	0	1	0	0	0	0	0	177	786
12:30 PM	0	93	0	0	0	97	0	0	0	0	2	0	0	0	0	0	192	782
12:45 PM	4	100	0	0	0	102	0	0	0	0	1	0	0	0	0	0	207	799
1:00 PM	1	90	0	0	0	83	0	0	0	0	2	0	0	0	0	0	176	752
1:15 PM	0	96	0	0	0	110	0	0	0	0	1	0	0	0	0	0	207	782
1:30 PM	0	104	0	0	0	97	2	0	0	0	0	0	0	0	0	0	203	793
1:45 PM	0	88	0	0	0	104	0	0	0	0	2	0	0	0	0	0	194	780
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	7	1214	0	1	0	1141	3	0	0	0	18	0	0	0	0	0	2384	
APPROACH %'s :	0.57%	99.35%	0.00%	0.08%	0.00%	99.74%	0.26%	0.00%	0.00%	0.00%	100.00%	0.00%						
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	2	462	0	0	0	373	0	0	0	0	8	0	0	0	0	0	845	
PEAK HR FACTOR :	0.500	0.831	0.000	0.000	0.000	0.933	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.895	
		0.829				0.933				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	105	0	0	0	97	0	0	0	0	0	0	0	0	0	0	202	806
2:15 PM	1	87	0	0	0	116	0	0	0	0	2	0	0	0	0	0	206	805
2:30 PM	1	88	0	0	0	129	1	0	0	0	2	0	0	0	0	0	221	823
2:45 PM	0	98	0	0	0	124	0	0	0	0	3	0	0	0	0	0	225	854
3:00 PM	0	100	0	0	0	139	0	0	0	0	0	0	0	0	0	0	239	891
3:15 PM	2	92	0	0	0	144	1	0	0	0	0	0	0	0	0	0	239	924
3:30 PM	1	84	0	0	0	154	0	0	0	0	1	0	0	0	0	0	240	943
3:45 PM	1	80	0	0	0	153	0	0	0	0	1	0	0	0	0	0	235	953
4:00 PM	0	101	0	0	0	143	0	0	0	0	0	0	0	0	0	0	244	958
4:15 PM	0	87	0	0	0	137	1	0	0	0	1	0	0	0	0	0	226	945
4:30 PM	1	90	0	0	0	157	0	0	0	0	2	0	0	0	0	0	250	955
4:45 PM	3	74	0	0	0	165	2	0	0	0	2	0	0	0	0	0	246	966
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	10	1086	0	0	0	1658	5	0	0	0	14	0	0	0	0	0	2773	
APPROACH %'s :	0.91%	99.09%	0.00%	0.00%	0.00%	99.70%	0.30%	0.00%	0.00%	0.00%	100.00%	0.00%						
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	4	352	0	0	0	602	3	0	0	0	5	0	0	0	0	0	966	
PEAK HR FACTOR :	0.333	0.871	0.000	0.000	0.000	0.912	0.375	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.966	
		0.881				0.906				0.625								
HV%	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Mower Mill Rd
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-010
Date: 1/28/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Mower Mill Rd				Mower Mill Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	90	0	0	0	85	0	0	0	0	1	0	0	0	0	0	176	
11:15 AM	1	128	0	0	0	94	0	0	0	0	0	0	0	0	0	0	223	
11:30 AM	0	111	0	0	0	92	0	0	0	0	1	0	0	0	0	0	204	
11:45 AM	0	97	0	0	0	84	0	0	0	0	1	0	0	0	0	0	182	785
12:00 PM	2	113	0	1	0	94	0	0	0	0	1	0	0	0	0	0	211	820
12:15 PM	1	84	0	0	0	85	0	0	0	0	1	0	0	0	0	0	171	768
12:30 PM	0	88	0	0	0	96	1	0	1	0	0	0	0	0	0	0	186	750
12:45 PM	0	103	0	0	0	96	0	0	0	0	0	0	0	0	0	0	199	767
1:00 PM	2	85	0	0	0	95	0	0	0	0	1	0	0	0	0	0	183	739
1:15 PM	1	90	0	0	0	106	0	0	2	0	1	0	0	0	0	0	200	768
1:30 PM	2	96	0	0	0	96	1	0	0	0	0	0	0	0	0	0	195	777
1:45 PM	0	89	0	0	0	98	0	0	0	0	3	0	0	0	0	0	190	768
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	9	1174	0	1	0	1121	2	0	3	0	10	0	0	0	0	0	2320	
APPROACH %'s :	0.76%	99.16%	0.00%	0.08%	0.00%	99.82%	0.18%	0.00%	23.08%	0.00%	76.92%	0.00%						
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	3	449	0	1	0	364	0	0	0	0	3	0	0	0	0	0	820	
PEAK HR FACTOR :	0.375	0.877	0.000	0.250	0.000	0.968	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.919	
		0.878				0.968				0.750								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	98	0	0	0	96	1	0	0	0	1	0	0	0	0	0	197	782
2:15 PM	2	91	0	0	0	114	2	0	0	0	3	0	0	0	0	0	212	794
2:30 PM	0	83	0	0	0	133	0	0	0	0	1	0	0	0	0	0	217	816
2:45 PM	2	92	0	0	0	123	0	0	0	0	1	0	0	0	0	0	218	844
3:00 PM	2	99	0	0	0	138	1	0	0	0	1	0	0	0	0	0	241	888
3:15 PM	1	81	0	0	0	138	0	0	0	0	1	0	0	0	0	0	221	897
3:30 PM	2	86	0	0	0	158	0	0	0	0	2	0	0	0	0	0	248	928
3:45 PM	0	78	0	0	0	145	0	0	1	0	1	0	0	0	0	0	225	935
4:00 PM	0	104	0	0	0	142	0	0	0	0	0	0	0	0	0	0	246	940
4:15 PM	1	89	0	0	0	136	0	0	0	0	0	0	0	0	0	0	226	945
4:30 PM	1	87	0	0	0	162	0	0	0	0	0	0	0	0	0	0	250	947
4:45 PM	0	69	0	0	0	169	0	0	0	0	0	0	0	0	0	0	238	960
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	12	1057	0	0	0	1654	4	0	1	0	11	0	0	0	0	0	2739	
APPROACH %'s :	1.12%	98.88%	0.00%	0.00%	0.00%	99.76%	0.24%	0.00%	8.33%	0.00%	91.67%	0.00%						
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	2	349	0	0	0	609	0	0	0	0	0	0	0	0	0	0	960	
PEAK HR FACTOR :	0.500	0.839	0.000	0.000	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.960	
		0.844				0.901				0.000								
HV%	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: NYS Route 32 & Hommelville Rd/Peoples Rd
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 22-380048-006
Date: 12/3/2022

Data - Total

NS/EW Streets:	NYS Route 32				NYS Route 32				Hommelville Rd/Peoples Rd				Hommelville Rd/Peoples Rd					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	2	75	2	0	9	71	1	0	0	2	5	0	7	1	3	0	178	
11:15 AM	4	62	1	0	7	77	1	0	1	2	0	0	4	1	7	0	167	
11:30 AM	2	78	8	0	9	99	0	0	0	3	3	0	1	1	2	0	206	
11:45 AM	2	71	6	0	9	74	0	0	0	4	1	0	5	1	7	0	180	731
12:00 PM	2	60	1	0	4	80	0	0	0	1	1	0	2	0	5	0	156	709
12:15 PM	3	56	5	0	7	83	0	0	0	2	3	0	4	1	7	0	171	713
12:30 PM	4	87	2	0	9	85	0	0	1	1	5	0	1	0	8	0	203	710
12:45 PM	3	70	4	0	8	82	1	0	0	5	4	0	4	1	6	0	188	718
1:00 PM	4	62	3	0	6	81	1	0	0	0	3	0	1	2	6	0	169	731
1:15 PM	1	70	2	0	9	70	0	0	1	0	1	0	1	1	8	0	164	724
1:30 PM	7	89	3	0	2	87	0	0	0	3	4	0	4	3	4	0	206	727
1:45 PM	1	64	3	0	7	64	0	0	0	1	3	0	1	0	3	0	147	686
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	35	844	40	0	86	953	4	0	3	24	33	0	35	12	66	0	2135	
APPROACH %'s :	3.81%	91.84%	4.35%	0.00%	8.25%	91.37%	0.38%	0.00%	5.00%	40.00%	55.00%	0.00%	30.97%	10.62%	58.41%	0.00%		
FORCED PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	10	271	16	0	29	330	1	0	1	10	5	0	12	3	21	0	709	
PEAK HR FACTOR :	0.625	0.779	0.800	0.000	0.806	0.971	0.250	0.000	0.250	0.500	0.250	0.000	0.750	0.375	0.656	0.000	0.860	
	0.798				0.957				0.444				0.750					
HV%	0%	3%	6%	#DIV/0!	3%	3%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	8%	0%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	79	1	0	6	64	0	0	0	3	1	0	4	1	7	0	166	683
2:15 PM	2	71	2	0	8	70	0	0	0	1	2	0	5	0	5	0	166	685
2:30 PM	2	61	5	0	5	80	0	0	0	3	0	0	2	1	9	0	168	647
2:45 PM	3	65	1	0	7	64	0	0	1	1	2	0	1	1	3	0	149	649
3:00 PM	2	93	3	0	5	51	0	0	0	1	2	0	1	1	5	0	164	647
3:15 PM	1	75	3	0	8	65	1	0	0	1	3	0	4	1	5	0	167	648
3:30 PM	4	79	3	0	6	70	0	0	0	0	2	0	3	1	4	0	172	652
3:45 PM	2	91	1	0	6	67	0	0	0	2	1	0	1	0	5	0	176	679
4:00 PM	3	71	2	0	6	65	0	0	0	1	2	0	0	0	8	0	158	673
4:15 PM	2	62	3	0	3	73	0	0	1	3	1	0	0	2	7	0	157	663
4:30 PM	1	72	4	0	5	85	0	0	0	1	0	0	2	0	6	0	176	667
4:45 PM	5	80	1	0	5	61	0	0	0	3	0	0	4	3	6	0	168	659
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	27	899	29	0	70	815	1	0	2	20	16	0	27	11	70	0	1987	
APPROACH %'s :	2.83%	94.14%	3.04%	0.00%	7.90%	91.99%	0.11%	0.00%	5.26%	52.63%	42.11%	0.00%	25.00%	10.19%	64.81%	0.00%		
PEAK HR :	03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL :	9	338	10	0	25	253	1	0	0	4	8	0	9	3	19	0	679	
PEAK HR FACTOR :	0.563	0.909	0.833	0.000	0.781	0.904	0.250	0.000	0.000	0.500	0.667	0.000	0.563	0.750	0.950	0.000	0.964	
	0.911				0.918				0.750				0.775					

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Kings Hwy
City: Saugerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-017
Date: 1/28/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Kings Hwy				Old Kings Hwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	72	14	0	0	68	0	0	0	0	0	0	15	0	0	0	169	
11:15 AM	0	114	16	0	0	89	0	0	0	0	0	0	8	0	0	0	227	
11:30 AM	0	109	14	0	0	69	0	0	0	0	0	0	18	0	0	0	210	
11:45 AM	0	86	9	0	0	82	0	0	0	0	0	0	17	0	0	0	194	800
12:00 PM	0	95	18	0	0	73	0	0	0	0	0	0	21	0	0	0	207	838
12:15 PM	0	72	15	0	0	77	0	0	0	0	0	0	12	0	1	0	177	788
12:30 PM	0	72	17	0	0	79	0	0	0	0	0	0	15	0	0	0	183	761
12:45 PM	0	81	22	0	0	81	0	0	0	0	0	0	22	0	0	0	206	773
1:00 PM	0	62	26	0	0	86	0	0	0	0	0	0	22	0	0	0	196	762
1:15 PM	0	71	13	0	0	94	0	0	0	0	0	0	13	0	0	0	191	776
1:30 PM	0	77	18	0	0	89	0	0	0	0	0	0	11	0	0	0	195	788
1:45 PM	0	78	13	0	0	93	0	0	0	0	0	0	15	0	0	0	199	781
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	989	195	0	0	980	0	0	0	0	0	0	189	0	1	0	2354	
APPROACH %'s :	0.00%	83.53%	16.47%	0.00%	0.00%	100.00%	0.00%	0.00%					99.47%	0.00%	0.53%	0.00%		
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	0	404	57	0	0	313	0	0	0	0	0	0	64	0	0	0	838	
PEAK HR FACTOR :	0.000	0.886	0.792	0.000	0.000	0.879	0.000	0.000	0.000	0.000	0.000	0.000	0.762	0.000	0.000	0.000	0.923	
		0.887				0.879								0.762				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	85	17	0	0	82	0	0	0	0	0	0	15	0	0	0	199	784
2:15 PM	0	74	15	0	0	112	0	0	0	0	0	0	11	0	0	0	212	805
2:30 PM	0	68	17	0	0	127	0	0	0	0	0	0	12	0	0	0	224	834
2:45 PM	0	75	19	0	0	120	0	0	0	0	0	0	14	0	0	0	228	863
3:00 PM	0	98	15	0	0	121	0	0	0	0	0	0	17	0	0	0	251	915
3:15 PM	0	71	13	0	0	121	0	0	0	0	0	0	13	0	0	0	218	921
3:30 PM	0	64	15	0	0	150	0	0	0	0	0	0	19	0	0	0	248	945
3:45 PM	0	73	18	0	1	129	0	0	0	0	0	0	14	0	0	0	235	952
4:00 PM	0	74	16	0	0	142	0	0	0	0	0	0	12	0	0	0	244	945
4:15 PM	0	88	17	0	1	122	0	0	0	0	0	0	10	0	0	0	238	965
4:30 PM	0	70	18	0	1	154	0	0	0	0	0	0	18	0	0	0	261	978
4:45 PM	0	61	15	0	1	163	0	0	0	0	0	0	17	0	0	0	257	1000
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	901	195	0	4	1543	0	0	0	0	0	0	172	0	0	0	2815	
APPROACH %'s :	0.00%	82.21%	17.79%	0.00%	0.26%	99.74%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	0	293	66	0	3	581	0	0	0	0	0	0	57	0	0	0	1000	
PEAK HR FACTOR :	0.000	0.832	0.917	0.000	0.750	0.891	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.000	0.958	
		0.855				0.890								0.792				
HV%	#DIV/0!	1%	3%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	#DIV/0!	#DIV/0!	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32/Malden Turnpike
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 23-380001-023
Date: 1/28/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32/Malden Turnpike				Old Rte 32/Malden Turnpike					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	74	0	0	6	69	0	0	0	0	0	0	0	0	8	0	157	
11:15 AM	1	113	0	0	5	87	0	0	0	0	1	0	0	2	10	0	219	
11:30 AM	0	105	0	0	11	72	0	0	0	0	0	0	0	1	9	0	198	
11:45 AM	0	83	1	0	9	78	0	0	0	0	0	0	1	0	10	0	182	756
12:00 PM	1	94	0	0	10	76	0	0	0	0	0	0	0	0	8	0	189	788
12:15 PM	0	75	0	0	9	74	0	0	0	0	2	0	1	0	5	0	166	735
12:30 PM	1	72	0	0	8	85	0	0	0	0	1	0	0	0	12	0	179	716
12:45 PM	0	75	0	0	10	73	0	0	0	1	1	0	0	0	13	0	173	707
1:00 PM	1	65	0	0	8	85	0	0	0	0	0	0	0	1	11	0	171	689
1:15 PM	0	73	0	0	12	94	0	0	0	1	0	0	0	0	8	0	188	711
1:30 PM	0	73	0	0	17	89	0	0	0	0	0	0	1	0	17	0	197	729
1:45 PM	0	81	0	0	8	87	0	0	0	0	1	0	2	1	8	0	188	744
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	4	983	1	0	113	969	0	0	0	2	6	0	5	5	119	0	2207	
APPROACH %'s :	0.40%	99.49%	0.10%	0.00%	10.44%	89.56%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	3.88%	3.88%	92.25%	0.00%		
PEAK HR :	11:15 AM - 12:15 PM																TOTAL	
PEAK HR VOL :	2	395	1	0	35	313	0	0	0	0	1	0	1	3	37	0	788	
PEAK HR FACTOR :	0.500	0.874	0.250	0.000	0.795	0.899	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375	0.925	0.000	0.900	
	0.873				0.946				0.250				0.854					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	85	1	0	5	80	0	0	0	0	1	0	0	1	13	0	186	759
2:15 PM	1	72	0	0	9	112	0	0	0	3	0	0	0	0	10	0	207	778
2:30 PM	1	70	0	0	9	131	0	0	0	0	0	0	0	0	6	0	217	798
2:45 PM	1	74	0	0	11	118	0	0	0	1	0	0	0	0	12	0	217	827
3:00 PM	0	93	1	0	1	116	1	0	0	0	0	0	2	0	10	0	224	865
3:15 PM	0	69	0	0	6	119	0	0	0	0	0	0	0	1	13	0	208	866
3:30 PM	0	66	0	0	10	150	0	0	0	0	0	0	1	0	13	0	240	889
3:45 PM	0	69	1	0	7	130	2	0	0	0	0	0	0	0	11	0	220	892
4:00 PM	1	76	0	0	4	147	0	0	0	0	0	0	0	1	10	0	239	907
4:15 PM	0	87	0	0	10	121	0	1	0	0	0	0	0	0	10	0	229	928
4:30 PM	1	72	0	0	4	151	0	0	0	0	1	0	0	0	5	0	234	922
4:45 PM	0	59	0	0	14	174	0	0	0	0	0	0	0	0	10	0	257	959
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	5	892	3	0	90	1549	3	1	0	4	2	0	3	3	123	0	2678	
APPROACH %'s :	0.56%	99.11%	0.33%	0.00%	5.48%	94.28%	0.18%	0.06%	0.00%	66.67%	33.33%	0.00%	2.33%	2.33%	95.35%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	2	294	0	0	32	593	0	1	0	0	1	0	0	1	35	0	959	
PEAK HR FACTOR :	0.500	0.845	0.000	0.000	0.571	0.852	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.875	0.000	0.933	
	0.851				0.832				0.250				0.818					
HV%	0%	1%	#DIV/0!	#DIV/0!	3%	1%	#DIV/0!	0%	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!		

National Data & Surveying Services Intersection Turning Movement Count

Location: Harry Wells Rd & Buffalo Rd
City: Saugerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-018
Date: 1/28/2023

Data - Total

NS/EW Streets: Harry Wells Rd | Harry Wells Rd | Buffalo Rd | Buffalo Rd

NOON

	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL	
11:00 AM	0	10	3	0	0	7	0	0	0	0	0	0	0	2	0	0	0	0	22	
11:15 AM	0	5	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	0	17	
11:30 AM	0	8	3	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	22	
11:45 AM	0	7	0	0	3	7	0	0	0	0	0	0	0	6	0	1	0	0	24	85
12:00 PM	0	7	1	0	1	6	0	0	0	0	0	0	0	2	0	1	0	0	18	81
12:15 PM	0	8	1	0	1	8	0	0	1	0	0	0	0	1	0	1	0	0	21	85
12:30 PM	0	8	4	0	1	8	0	0	0	0	0	0	0	2	0	1	0	0	24	87
12:45 PM	0	5	4	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	23	86
1:00 PM	0	15	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	25	93
1:15 PM	0	4	4	0	1	6	0	0	0	0	0	0	0	0	0	1	0	1	17	89
1:30 PM	0	13	4	0	1	8	0	0	0	0	0	0	0	2	1	1	0	0	30	95
1:45 PM	0	11	3	0	0	14	0	0	0	0	0	0	0	3	0	0	0	0	31	103
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL	
TOTAL VOLUMES :	0	101	28	0	8	100	0	0	1	0	0	0	0	28	1	6	0	1	274	
APPROACH %'s :	0.00%	78.29%	21.71%	0.00%	7.34%	91.74%	0.00%	0.00%	0.92%					80.00%	2.86%	17.14%	0.00%	100.00%		
PEAK HR :	01:00 PM - 02:00 PM																		TOTAL	
PEAK HR VOL :	0	43	11	0	2	34	0	0	0	0	0	0	0	9	1	2	0	1	103	
PEAK HR FACTOR :	0.000	0.717	0.688	0.000	0.500	0.607	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.250	0.500	0.000	0.250	0.831	
			0.794				0.643									0.750				

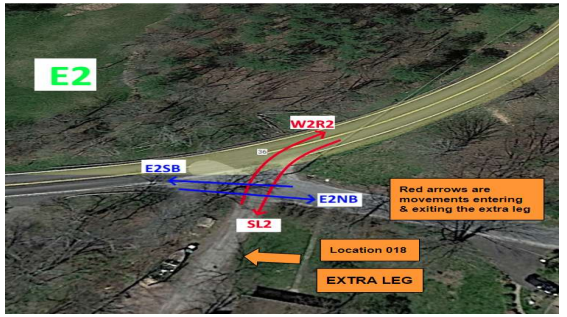
PM

	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL	
2:00 PM	0	11	4	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	28	106
2:15 PM	0	8	1	0	1	8	0	0	0	0	0	0	0	1	0	0	0	0	19	108
2:30 PM	0	7	2	0	0	6	0	0	0	0	0	0	0	3	0	0	0	0	18	96
2:45 PM	0	8	4	0	0	2	0	0	0	0	0	0	0	4	0	1	0	1	20	85
3:00 PM	0	3	4	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	17	74
3:15 PM	0	8	5	0	0	11	0	0	0	0	0	0	0	3	0	1	0	0	28	83
3:30 PM	0	4	5	0	1	7	0	0	0	0	0	0	0	0	0	1	0	0	18	83
3:45 PM	0	8	3	0	1	10	0	0	0	0	0	0	0	1	0	0	0	0	23	86
4:00 PM	0	6	6	0	0	12	0	0	0	0	0	0	0	8	0	3	0	0	35	104
4:15 PM	0	8	3	0	3	3	0	0	0	0	0	0	0	4	0	0	0	0	21	97
4:30 PM	0	7	2	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0	18	97
4:45 PM	0	5	2	0	1	7	0	0	0	0	0	0	0	2	0	0	0	0	17	91
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL	
TOTAL VOLUMES :	0	83	41	0	7	91	0	0	0	0	0	0	0	33	0	6	0	1	262	
APPROACH %'s :	0.00%	66.94%	33.06%	0.00%	7.14%	92.86%	0.00%	0.00%	0.00%					84.62%	0.00%	15.38%	0.00%	100.00%		
PEAK HR :	01:30 PM - 02:30 PM																		TOTAL	
PEAK HR VOL :	0	43	12	0	2	42	0	0	0	0	0	0	0	7	1	1	0	0	108	
PEAK HR FACTOR :	0.000	1.344	0.500	0.000	0.500	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.219	0.000	0.083	0.000	0.000	0.871	
			1.058				0.917									0.205				
HV%	#DIV/0!	2%	8%	#DIV/0!	0%	5%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	100%	0%	#DIV/0!	#DIV/0!		

Explanations for extra leg movements

Movements entering the extra leg
SL2 Movements coming from NB on Harry Wells Rd Dwy entering into the extra leg (8 Buffalo Rd)

Movements exiting the extra leg
W2R2 Movements exiting from extra leg (8 Buffalo Rd) entering into Harry Wells Rd heading NB



National Data & Surveying Services Intersection Turning Movement Count

Location: Blue Mountain Rd & Saugerties-Woodstock Rd/Rte 212
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-008
Date: 1/29/2023

Data - Total

NS/EW Streets:	Blue Mountain Rd				Blue Mountain Rd				Saugerties-Woodstock Rd/Rte 212				Saugerties-Woodstock Rd/Rte 212				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	1	0	27	0	6	0	4	27	1	0	0	25	20	0	111	
11:15 AM	0	0	1	0	24	1	3	0	4	35	0	0	0	37	21	0	126	
11:30 AM	0	0	0	0	23	0	7	0	1	21	0	0	0	31	12	0	95	
11:45 AM	0	0	0	0	23	0	8	0	8	37	0	0	0	31	17	0	124	456
12:00 PM	0	0	0	0	25	0	3	0	10	29	0	0	0	34	18	0	119	464
12:15 PM	1	1	0	0	16	0	10	0	6	42	0	0	0	28	25	0	129	467
12:30 PM	1	0	1	0	24	2	7	0	7	46	0	0	1	24	17	0	130	502
12:45 PM	0	1	0	0	26	0	3	0	7	26	0	0	1	33	12	0	109	487
1:00 PM	0	3	1	0	23	0	6	0	8	27	0	0	1	28	26	0	123	491
1:15 PM	0	0	0	0	16	0	7	0	7	38	0	0	1	25	19	0	113	475
1:30 PM	0	1	2	0	18	0	3	0	4	34	0	0	0	30	27	0	119	464
1:45 PM	0	0	1	0	19	0	5	0	4	37	0	0	0	38	23	0	127	482
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	2	6	7	0	264	3	68	0	70	399	1	0	4	364	237	0	1425	
APPROACH %'s :	13.33%	40.00%	46.67%	0.00%	78.81%	0.90%	20.30%	0.00%	14.89%	84.89%	0.21%	0.00%	0.66%	60.17%	39.17%	0.00%		
PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	2	1	1	0	88	2	28	0	31	154	0	0	1	117	77	0	502	
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.880	0.250	0.700	0.000	0.775	0.837	0.000	0.000	0.250	0.860	0.770	0.000	0.965	
	0.500				0.894				0.873				0.920					
HV%	100%	0%	0%	#DIV/0!	1%	0%	4%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	0%	1%	4%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	24	0	6	0	9	39	0	0	0	26	15	0	119	478
2:15 PM	0	0	0	0	20	0	11	0	4	35	0	0	0	19	19	0	108	473
2:30 PM	0	0	0	0	11	0	9	0	5	28	0	0	0	32	26	0	111	465
2:45 PM	0	0	0	0	25	0	7	0	3	30	0	0	0	27	32	0	124	462
3:00 PM	0	0	0	0	18	0	3	0	5	33	0	0	0	28	17	0	104	447
3:15 PM	0	0	0	0	15	0	7	0	4	17	0	0	0	25	26	0	94	433
3:30 PM	0	0	0	0	23	0	6	0	4	28	0	0	0	26	21	0	108	430
3:45 PM	0	0	0	0	17	0	7	0	2	26	0	0	0	26	16	0	94	400
4:00 PM	0	0	0	0	24	0	1	0	4	14	0	0	0	23	14	0	80	376
4:15 PM	0	0	0	0	14	0	7	0	6	25	0	0	0	40	22	0	114	396
4:30 PM	0	0	0	0	10	0	3	0	6	24	1	0	0	24	19	0	87	375
4:45 PM	0	0	1	0	13	0	6	0	1	26	0	0	0	33	22	0	102	383
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	1	0	214	0	73	0	53	325	1	0	0	329	249	0	1245	
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	74.56%	0.00%	25.44%	0.00%	13.98%	85.75%	0.26%	0.00%	0.00%	56.92%	43.08%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	80	0	33	0	21	132	0	0	0	104	92	0	462	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.800	0.000	0.750	0.000	0.583	0.846	0.000	0.000	0.000	0.813	0.719	0.000	0.931	
	0.000				0.883				0.797				0.831					

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Rd & Rte 212/Saugerties- Woodstock Rd
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 23-380001-011
Date: 1/29/2023

Data - Total

NS/EW Streets:	Churchland Rd				Churchland Rd				Rte 212/Saugerties- Woodstock Rd				Rte 212/Saugerties- Woodstock Rd					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	5	0	2	0	0	0	0	0	0	63	3	0	2	53	0	0	128	
11:15 AM	0	0	0	0	0	0	0	0	0	63	4	0	2	55	0	0	124	
11:30 AM	2	0	2	0	0	0	0	0	0	38	6	0	0	49	0	0	97	
11:45 AM	2	0	2	0	0	0	0	0	0	70	6	0	3	46	0	0	129	478
12:00 PM	3	0	3	0	0	0	0	0	0	48	5	0	0	60	0	0	119	469
12:15 PM	0	0	0	0	0	0	0	0	0	62	4	0	2	43	0	0	111	456
12:30 PM	2	0	3	0	0	0	0	0	0	76	4	0	5	44	0	1	135	494
12:45 PM	3	0	2	0	0	0	0	0	0	64	4	0	4	58	0	0	135	500
1:00 PM	3	0	0	0	0	0	0	0	0	52	1	0	1	62	0	0	119	500
1:15 PM	8	0	4	0	0	0	0	0	0	63	4	0	0	59	0	0	138	527
1:30 PM	3	0	1	0	0	0	0	0	0	48	6	0	0	51	0	0	109	501
1:45 PM	3	0	4	0	0	0	0	0	0	74	3	0	1	63	0	0	148	514
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	34	0	23	0	0	0	0	0	0	721	50	0	20	643	0	1	1492	
APPROACH %'s :	59.65%	0.00%	40.35%	0.00%					0.00%	93.51%	6.49%	0.00%	3.01%	96.84%	0.00%	0.15%		
PEAK HR :	12:30 PM - 01:30 PM																TOTAL	
PEAK HR VOL :	16	0	9	0	0	0	0	0	0	255	13	0	10	223	0	1	527	
PEAK HR FACTOR :	0.500	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.839	0.813	0.000	0.500	0.899	0.000	0.250	0.955	
	0.521								0.838				0.929					
HV%	6%	#DIV/0!	11%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	15%	#DIV/0!	10%	1%	#DIV/0!	0%		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	3	0	1	0	0	0	0	0	0	65	3	0	6	44	0	0	122	517
2:15 PM	2	0	1	0	0	0	0	0	0	56	0	0	3	45	0	0	107	486
2:30 PM	2	0	1	0	0	0	0	0	0	49	4	0	1	59	0	0	116	493
2:45 PM	7	0	3	0	0	0	0	0	0	57	2	1	0	59	0	0	129	474
3:00 PM	2	0	1	0	0	0	0	0	0	50	0	0	2	51	0	0	106	458
3:15 PM	2	0	1	0	0	0	0	0	0	39	4	0	0	54	0	0	100	451
3:30 PM	4	0	0	0	0	0	0	0	0	46	1	0	0	64	0	0	115	450
3:45 PM	0	0	1	0	0	0	0	0	0	55	3	0	1	36	0	0	96	417
4:00 PM	3	0	1	0	0	0	0	0	0	37	1	0	3	51	0	0	96	407
4:15 PM	1	0	0	0	0	0	0	0	0	45	3	0	4	60	0	1	114	421
4:30 PM	4	0	2	0	0	0	0	0	0	43	2	0	0	49	0	0	100	406
4:45 PM	3	0	1	0	0	0	0	0	0	43	1	0	1	61	0	0	110	420
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	33	0	13	0	0	0	0	0	0	585	24	1	21	633	0	1	1311	
APPROACH %'s :	71.74%	0.00%	28.26%	0.00%					0.00%	95.90%	3.93%	0.16%	3.21%	96.64%	0.00%	0.15%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	14	0	6	0	0	0	0	0	0	227	9	1	10	207	0	0	474	
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.873	0.563	0.250	0.417	0.877	0.000	0.000	0.919	
	0.500								0.871				0.904					

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Rte 212
City: Saugerties
Control: Signalized

Project ID: 23-380001-001
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Rte 212				Rte 212				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	2	10	1	0	61	9	15	0	12	45	1	0	0	40	91	0	287	
11:15 AM	1	9	1	0	58	6	8	0	8	48	2	0	0	46	73	0	260	
11:30 AM	3	4	1	0	87	3	17	0	11	21	1	0	2	29	94	0	273	
11:45 AM	1	7	2	0	83	7	8	0	7	58	0	0	4	39	99	0	315	1135
12:00 PM	1	8	0	0	57	10	14	0	9	43	0	0	4	47	104	0	297	1145
12:15 PM	1	7	1	0	88	9	5	0	8	48	3	0	0	38	95	0	303	1188
12:30 PM	0	11	1	0	62	5	21	0	14	59	3	0	2	37	110	0	325	1240
12:45 PM	1	12	1	0	78	10	9	0	8	49	1	0	0	44	91	0	304	1229
1:00 PM	3	1	1	0	56	7	17	0	12	35	3	0	1	42	85	0	263	1195
1:15 PM	1	6	0	0	72	7	14	0	10	52	2	0	1	42	92	0	299	1191
1:30 PM	2	5	0	0	59	9	16	0	11	43	1	0	1	40	80	0	267	1133
1:45 PM	2	5	1	0	82	12	12	0	15	55	0	0	1	50	85	0	320	1149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	18	85	10	0	843	94	156	0	125	556	17	0	16	494	1099	0	3513	
APPROACH %'s :	15.93%	75.22%	8.85%	0.00%	77.13%	8.60%	14.27%	0.00%	17.91%	79.66%	2.44%	0.00%	0.99%	30.70%	68.30%	0.00%		
PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	3	33	4	0	290	31	48	0	38	208	6	0	10	161	408	0	1240	
PEAK HR FACTOR :	0.750	0.750	0.500	0.000	0.824	0.775	0.571	0.000	0.679	0.881	0.500	0.000	0.625	0.856	0.927	0.000	0.954	
		0.833				0.904				0.829				0.934				
HV%	0%	6%	0%	#DIV/0!	1%	0%	4%	#DIV/0!	11%	0%	0%	#DIV/0!	0%	2%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	9	0	0	62	4	13	0	10	49	0	0	1	41	96	0	285	1171
2:15 PM	0	9	1	0	62	8	12	0	8	55	0	0	2	34	84	0	275	1147
2:30 PM	4	3	0	0	63	6	9	0	10	43	1	0	3	57	91	0	290	1170
2:45 PM	3	3	0	0	58	7	13	0	13	39	0	0	0	40	64	0	240	1090
3:00 PM	3	11	0	0	60	12	14	0	9	35	1	0	0	31	71	0	247	1052
3:15 PM	1	13	1	0	63	4	15	0	13	32	0	0	2	43	75	1	263	1040
3:30 PM	1	3	1	0	72	7	15	0	5	37	2	0	1	39	86	0	269	1019
3:45 PM	0	10	1	0	59	7	7	0	10	37	2	0	0	34	77	0	244	1023
4:00 PM	1	5	0	0	61	7	18	0	10	31	1	0	0	30	68	0	232	1008
4:15 PM	2	6	0	0	45	2	18	0	4	35	2	0	0	39	91	0	244	989
4:30 PM	4	6	0	0	65	12	8	0	6	37	0	0	0	40	90	0	268	988
4:45 PM	3	4	0	0	49	8	17	0	10	31	1	0	0	40	78	0	241	985
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	22	82	4	0	719	84	159	0	108	461	10	0	9	468	971	1	3098	
APPROACH %'s :	20.37%	75.93%	3.70%	0.00%	74.74%	8.73%	16.53%	0.00%	18.65%	79.62%	1.73%	0.00%	0.62%	32.30%	67.01%	0.07%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	7	24	1	0	245	25	47	0	41	186	1	0	6	172	335	0	1090	
PEAK HR FACTOR :	0.438	0.667	0.250	0.000	0.972	0.781	0.904	0.000	0.788	0.845	0.250	0.000	0.500	0.754	0.872	0.000	0.940	
		0.800				0.966				0.905				0.849				

National Data & Surveying Services Intersection Turning Movement Count

Location: Churchland Ln & Rte 212
City: Saugerties
Control: 1-Way Stop(NB)

Project ID: 23-380001-002
Date: 1/29/2023

Data - Total

NS/EW Streets:	Churchland Ln				Churchland Ln				Rte 212				Rte 212				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	1	0	0	0	0	0	0	117	1	0	0	135	0	0	254	
11:15 AM	0	0	0	0	0	0	0	0	0	120	1	0	3	122	0	0	246	
11:30 AM	1	0	2	0	0	0	0	0	0	108	1	0	3	127	0	0	242	
11:45 AM	1	0	6	0	0	0	0	0	0	150	1	0	1	146	0	0	305	1047
12:00 PM	0	0	3	0	0	0	0	0	0	115	0	0	2	155	0	0	275	1068
12:15 PM	0	0	5	0	0	0	0	0	0	144	1	0	4	139	0	0	293	1115
12:30 PM	0	0	3	0	0	0	0	0	0	129	0	0	4	158	0	0	294	1167
12:45 PM	0	0	1	0	0	0	0	0	0	136	0	0	5	133	0	0	275	1137
1:00 PM	1	0	5	0	0	0	0	0	0	106	0	0	4	127	0	1	244	1106
1:15 PM	1	0	4	0	0	0	0	0	0	122	0	0	2	136	0	0	265	1078
1:30 PM	2	0	1	0	0	0	0	0	0	115	0	0	1	118	0	0	237	1021
1:45 PM	0	0	2	0	0	0	0	0	0	136	0	0	3	142	0	0	283	1029
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	33	0	0	0	0	0	0	1498	5	0	32	1638	0	1	3213
APPROACH %'s :	15.38%	0.00%	84.62%	0.00%					0.00%	99.67%	0.33%	0.00%	1.92%	98.03%	0.00%	0.06%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	1	0	17	0	0	0	0	0	0	538	2	0	11	598	0	0	1167
PEAK HR FACTOR :	0.250	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.500	0.000	0.688	0.946	0.000	0.000	0.957
	0.643								0.894				0.940				
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	2	0	0	0	0	0	0	123	0	0	2	141	0	0	269	1054
2:15 PM	0	0	2	0	0	0	0	0	0	123	0	0	2	121	0	0	248	1037
2:30 PM	0	0	2	0	0	0	0	0	0	109	0	0	1	150	0	0	262	1062
2:45 PM	0	0	2	0	0	0	0	0	0	107	2	0	1	112	0	0	224	1003
3:00 PM	1	0	2	0	0	0	0	0	0	101	0	0	4	111	0	0	219	953
3:15 PM	0	0	1	0	0	0	0	0	0	105	1	0	2	122	0	0	231	936
3:30 PM	0	0	5	0	0	0	0	0	0	115	0	0	5	132	0	0	257	931
3:45 PM	0	0	1	0	0	0	0	0	0	101	1	0	6	115	0	0	224	931
4:00 PM	0	0	2	0	0	0	0	0	0	100	0	0	3	105	0	0	210	922
4:15 PM	0	0	1	0	0	0	0	0	0	86	0	0	2	131	0	0	220	911
4:30 PM	0	0	2	0	0	0	0	0	0	106	0	0	1	124	0	0	233	887
4:45 PM	0	0	2	0	0	0	0	0	0	85	2	0	6	122	0	0	217	880
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	24	0	0	0	0	0	0	1261	6	0	35	1486	0	0	2814
APPROACH %'s :	7.69%	0.00%	92.31%	0.00%					0.00%	99.53%	0.47%	0.00%	2.30%	97.70%	0.00%	0.00%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	1	0	8	0	0	0	0	0	0	462	2	0	6	524	0	0	1003
PEAK HR FACTOR :	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.939	0.250	0.000	0.750	0.873	0.000	0.000	0.932
	0.750								0.943				0.877				

National Data & Surveying Services Intersection Turning Movement Count

Location: Saugerties Manor Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-022
Date: 1/29/2023

Data - Total

NS/EW Streets:	Saugerties Manor Rd				Saugerties Manor Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	122	0	0	0	139	0	0	261	
11:15 AM	0	0	0	0	0	0	0	0	0	118	0	0	0	124	0	0	242	
11:30 AM	0	0	0	0	2	0	0	0	1	107	0	0	0	127	0	0	237	
11:45 AM	0	0	0	0	0	0	0	0	0	160	0	0	0	148	2	0	310	1050
12:00 PM	0	0	0	0	0	0	0	0	0	115	0	0	0	156	1	0	272	1061
12:15 PM	0	0	0	0	0	0	0	0	0	152	0	0	0	144	0	0	296	1115
12:30 PM	0	0	0	0	1	0	0	0	0	130	0	0	0	161	2	0	294	1172
12:45 PM	0	0	0	0	3	0	0	0	0	139	0	0	0	143	1	0	286	1148
1:00 PM	0	0	0	0	0	0	0	0	0	105	0	0	0	127	1	0	233	1109
1:15 PM	0	0	0	0	0	0	0	0	0	133	0	0	0	138	1	0	272	1085
1:30 PM	0	0	0	0	0	0	0	0	0	115	0	0	0	124	0	0	239	1030
1:45 PM	0	0	0	0	0	0	0	0	0	139	0	0	0	140	0	0	279	1023
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	6	0	0	0	1	1535	0	0	0	1671	8	0	3221	
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.07%	99.93%	0.00%	0.00%	0.00%	99.52%	0.48%	0.00%		
PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	557	0	0	0	609	5	0	1172	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.870	0.000	0.000	0.000	0.946	0.625	0.000	0.945	
					0.250				0.870				0.942					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	1	0	0	0	0	121	0	0	0	143	0	0	265	1055
2:15 PM	0	0	0	0	1	0	0	0	0	126	0	0	0	123	1	0	251	1034
2:30 PM	0	0	0	0	0	0	1	0	0	114	0	0	0	152	1	0	268	1063
2:45 PM	0	0	0	0	1	0	0	0	0	106	0	0	0	112	0	0	219	1003
3:00 PM	0	0	0	0	0	0	0	0	0	106	0	0	0	114	0	0	220	958
3:15 PM	0	0	0	0	0	0	1	0	0	106	0	0	0	123	1	0	231	938
3:30 PM	0	0	0	0	0	0	1	0	0	120	0	0	0	138	1	0	260	930
3:45 PM	0	0	0	0	0	0	0	0	0	99	0	0	0	121	1	0	221	932
4:00 PM	0	0	0	0	0	0	0	0	0	104	0	0	0	106	1	0	211	923
4:15 PM	0	0	0	0	0	0	0	0	0	88	0	0	0	134	1	0	223	915
4:30 PM	0	0	0	0	2	0	0	0	0	107	0	0	0	127	0	0	236	891
4:45 PM	0	0	0	0	0	0	0	0	0	88	0	0	0	125	2	0	215	885
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	5	0	3	0	0	1285	0	0	0	1518	9	0	2820	
APPROACH %'s :					62.50%	0.00%	37.50%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.41%	0.59%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	3	0	1	0	0	467	0	0	0	530	2	0	1003	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.927	0.000	0.000	0.000	0.872	0.500	0.000	0.936	
					1.000				0.927				0.869					

National Data & Surveying Services Intersection Turning Movement Count

Location: Stewart's Shop's Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-015
Date: 1/29/2023

Data - Total

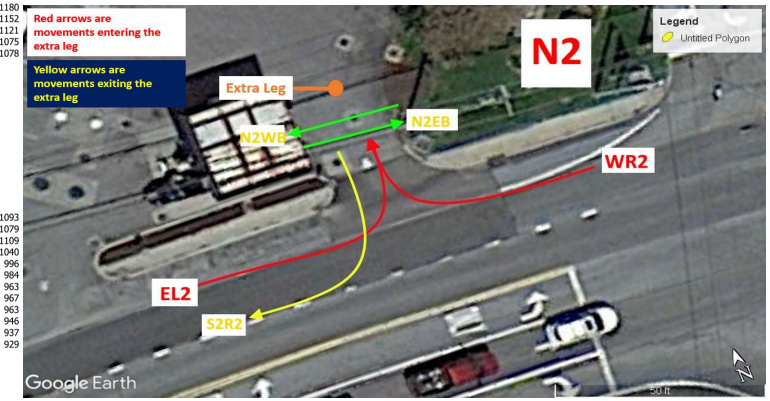
NS/EW Streets:	Stewart's Shop's Dwy				Stewart's Shop's Dwy				Rte 212/Ulster Ave					Rte 212/Ulster Ave						
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
11:00 AM	0	0	0	0	4	0	12	0	0	116	0	0	4	0	128	0	0	6	0	270
11:15 AM	0	0	0	0	3	0	14	0	0	112	0	0	5	0	109	1	0	9	0	253
11:30 AM	0	0	0	0	2	0	16	0	0	110	0	0	2	0	111	0	0	10	0	251
11:45 AM	0	0	0	0	2	0	12	0	0	156	0	0	2	0	143	0	0	8	0	323
12:00 PM	0	0	0	0	5	0	14	0	1	113	0	0	3	0	138	0	0	9	0	283
12:15 PM	0	0	0	0	3	0	7	0	0	144	0	0	7	0	138	0	0	7	0	306
12:30 PM	0	0	0	0	1	0	12	0	0	126	0	0	5	0	150	0	0	5	0	299
12:45 PM	0	0	0	0	1	0	12	0	0	138	0	0	4	0	132	0	0	5	0	292
1:00 PM	0	0	0	0	4	0	16	0	0	102	0	0	4	0	115	1	0	12	1	255
1:15 PM	0	0	0	0	2	0	10	0	0	122	0	0	5	0	126	0	0	10	0	275
1:30 PM	0	0	0	0	4	0	14	0	0	112	0	0	5	0	110	0	0	8	0	253
1:45 PM	0	0	0	0	3	0	9	0	0	139	0	0	4	0	129	2	0	8	1	295
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	34	0	148	0	1	1490	0	0	50	0	1529	4	0	97	2	3355
APPROACH %'s :					18.68%	0.00%	81.32%	0.00%	0.06%	96.69%	0.00%	0.00%	3.24%	0.00%	93.80%	0.25%	0.00%	5.95%	100.00%	
PEAK HR :	11:45 AM - 12:45 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	11	0	45	0	1	539	0	0	17	0	569	0	0	29	0	1211
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.550	0.000	0.804	0.000	0.250	0.864	0.000	0.000	0.607	0.000	0.948	0.000	0.000	0.806	0.000	0.937
							0.737				0.881					0.965				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	0%	#DIV/0!	1%	#DIV/0!	#DIV/0!	0%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
2:00 PM	0	0	0	0	1	0	17	0	0	117	0	0	3	0	126	0	0	6	0	270
2:15 PM	0	0	0	0	3	0	8	0	0	123	0	0	3	0	116	0	0	8	0	261
2:30 PM	0	0	0	0	5	0	16	0	0	110	0	0	6	0	137	0	0	9	0	283
2:45 PM	0	0	0	0	1	0	8	0	0	104	0	0	4	0	105	0	0	4	0	226
3:00 PM	0	0	0	0	3	0	9	0	0	98	0	0	6	0	104	0	0	6	0	226
3:15 PM	0	0	0	0	3	0	13	0	0	105	0	0	3	0	113	0	0	12	0	249
3:30 PM	0	0	0	0	4	0	12	0	0	111	0	0	6	0	124	0	0	4	1	262
3:45 PM	0	0	0	0	1	0	6	0	0	101	0	0	1	0	117	0	0	4	0	230
4:00 PM	0	0	0	0	5	0	8	0	0	100	0	0	2	0	98	0	0	9	0	222
4:15 PM	0	0	0	0	4	0	8	0	0	88	0	0	2	0	127	0	0	3	0	232
4:30 PM	0	0	0	0	3	0	9	0	2	104	0	0	2	0	122	0	0	11	0	253
4:45 PM	0	0	0	0	2	0	15	0	0	87	0	0	2	0	110	0	0	6	0	222
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	35	0	129	0	2	1248	0	0	40	0	1399	0	0	82	1	2936
APPROACH %'s :					21.34%	0.00%	78.66%	0.00%	0.16%	96.74%	0.00%	0.00%	3.10%	0.00%	94.46%	0.00%	0.00%	5.54%	100.00%	
PEAK HR :	02:00 PM - 03:00 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	10	0	49	0	0	454	0	0	16	0	484	0	0	27	0	1040
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.721	0.000	0.000	0.923	0.000	0.000	0.667	0.000	0.883	0.000	0.000	0.750	0.000	0.919
							0.702				0.933					0.875				

Explanation for extra leg movements

Movements entering the extra leg
EL2 Movements coming from EB on Rte 212/Ulster Ave entering into the Extra Leg (Stewart's Shops Dwy)
WR2 Movements coming from WB on Rte 212/Ulster Ave entering into the Extra Leg (Stewart's Shops Dwy)

Movements exiting the extra leg
S2R2 Movements exiting from Extra Leg (Stewart's Shops Dwy) entering into Rte 212/Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: I-87 NB On/Off Ramp & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-003
Date: 1/29/2023

Data - Total

NS/EW Streets:	I-87 NB On/Off Ramp				I-87 NB On/Off Ramp				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	30	2	7	0	6	2	8	0	11	97	11	0	18	96	9	0	297
11:15 AM	22	2	8	0	5	1	6	0	3	91	17	0	16	91	7	0	269
11:30 AM	34	5	13	0	7	5	5	0	14	91	12	0	13	85	12	0	296
11:45 AM	39	4	11	0	9	1	12	0	14	122	22	0	11	97	8	0	350
12:00 PM	33	4	12	0	10	0	7	0	11	91	14	0	16	107	13	0	318
12:15 PM	33	0	12	0	13	1	14	0	15	118	16	0	10	98	12	0	342
12:30 PM	31	4	13	0	14	3	17	0	13	102	12	0	13	109	16	0	347
12:45 PM	29	3	12	0	10	6	12	0	13	114	12	0	11	97	10	0	329
1:00 PM	19	4	15	0	5	1	6	0	9	87	10	0	12	101	11	0	280
1:15 PM	17	3	11	0	8	8	15	0	10	102	12	0	21	103	9	0	319
1:30 PM	17	3	9	0	5	5	11	0	8	90	16	0	10	91	13	0	278
1:45 PM	27	1	7	0	9	3	12	0	15	110	18	0	16	99	13	0	330
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	331	35	130	0	101	36	125	0	136	1215	172	0	167	1174	133	0	3755
APPROACH %'s :	66.73%	7.06%	26.21%	0.00%	38.55%	13.74%	47.71%	0.00%	8.93%	79.78%	11.29%	0.00%	11.33%	79.65%	9.02%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	136	12	48	0	46	5	50	0	53	433	64	0	50	411	49	0	1357
PEAK HR FACTOR :	0.872	0.750	0.923	0.000	0.821	0.417	0.735	0.000	0.883	0.887	0.727	0.000	0.781	0.943	0.766	0.000	0.969
	0.907				0.743				0.870				0.924				
HV%	1%	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	1%	0%	#DIV/0!	0%	1%	0%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.3	0.3	0.3	0	1	0.5	0.5	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	33	4	17	0	8	4	10	0	10	97	12	0	13	89	10	0	307
2:15 PM	22	6	9	0	8	3	10	0	4	109	12	0	10	92	11	0	296
2:30 PM	26	4	5	0	10	5	10	0	4	98	14	0	8	111	14	0	309
2:45 PM	15	4	16	0	7	2	5	0	8	88	6	0	7	88	11	0	257
3:00 PM	17	1	14	0	10	1	10	0	10	83	11	0	7	85	4	0	253
3:15 PM	24	3	7	0	3	0	6	0	9	82	13	0	11	93	5	0	256
3:30 PM	21	2	4	0	5	2	13	0	8	95	16	0	7	96	11	0	280
3:45 PM	27	1	7	0	7	0	10	0	11	84	5	0	4	82	10	0	248
4:00 PM	25	3	5	0	12	3	4	0	7	85	10	0	15	80	14	0	263
4:15 PM	30	1	7	0	8	2	6	0	6	86	5	0	8	93	8	0	260
4:30 PM	31	2	10	0	5	2	6	0	10	78	18	0	12	95	7	0	276
4:45 PM	25	1	9	0	8	2	10	0	10	69	8	0	11	84	9	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	296	32	110	0	91	26	100	0	97	1054	130	0	113	1088	114	0	3251
APPROACH %'s :	67.58%	7.31%	25.11%	0.00%	41.94%	11.98%	46.08%	0.00%	7.57%	82.28%	10.15%	0.00%	8.59%	82.74%	8.67%	0.00%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	96	18	47	0	33	14	35	0	26	392	44	0	38	380	46	0	1169
PEAK HR FACTOR :	0.727	0.750	0.691	0.000	0.825	0.700	0.875	0.000	0.650	0.899	0.786	0.000	0.731	0.856	0.821	0.000	0.946
	0.745				0.820				0.924				0.872				

National Data & Surveying Services Intersection Turning Movement Count

Location: Pizza Star Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-019
Date: 1/29/2023

Data - Total

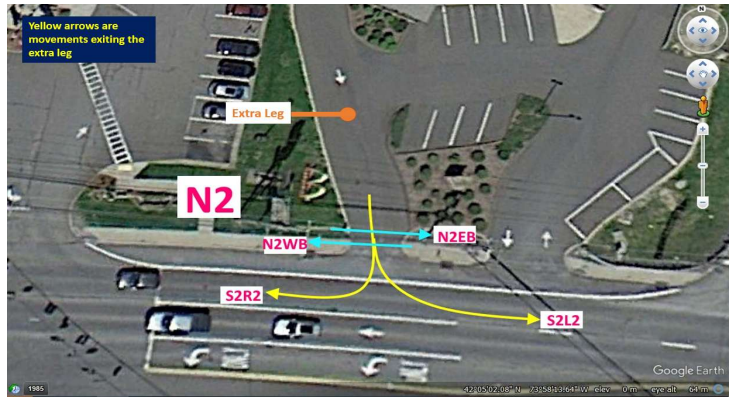
NS/EW Streets:	Pizza Star Dwy				Pizza Star Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave						
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	1	109	0	0	0	122	1	0	0	0	233
11:15 AM	0	0	0	0	0	0	0	0	0	104	0	0	0	117	1	0	0	0	222
11:30 AM	0	0	0	0	0	0	0	0	1	109	0	0	0	112	1	0	1	1	225
11:45 AM	0	0	0	0	0	0	0	0	2	141	0	0	0	108	3	0	1	2	257
12:00 PM	0	0	0	0	0	0	0	0	1	112	0	0	0	135	1	0	3	1	253
12:15 PM	0	0	0	0	0	0	0	0	1	141	0	1	0	119	0	0	0	0	262
12:30 PM	0	0	0	0	0	0	0	0	0	129	0	0	0	139	0	0	0	0	268
12:45 PM	0	0	0	0	0	0	0	0	1	135	0	0	0	116	2	0	1	1	256
1:00 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	127	0	0	0	1	235
1:15 PM	0	0	0	0	0	0	0	0	0	120	0	0	0	127	0	0	0	2	249
1:30 PM	0	0	0	0	0	0	0	0	0	104	0	0	0	116	0	0	0	0	220
1:45 PM	0	0	0	0	0	0	0	0	0	127	0	0	0	125	1	0	1	1	255
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	7	1438	0	1	0	1463	10	0	7	9	2935
APPROACH %'s :									0.48%	99.45%	0.00%	0.07%	0.00%	99.32%	0.68%	0.00%	43.75%	56.25%	
PEAK HR :	11:45 AM - 12:45 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	4	523	0	1	0	501	4	0	4	3	1040
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.927	0.000	0.250	0.000	0.901	0.333	0.000	0.333	0.375	0.970
										0.923				0.908					
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	1%	#DIV/0!	0%	#DIV/0!	1%	0%	#DIV/0!	0%	0%	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	1	120	0	0	0	112	1	0	3	1	238
2:15 PM	0	0	0	0	0	0	0	0	0	126	0	0	0	114	2	0	0	0	242
2:30 PM	0	0	0	0	0	0	0	0	2	110	0	0	0	130	1	0	2	1	246
2:45 PM	0	0	0	0	0	0	0	0	3	110	0	0	0	105	2	0	4	3	227
3:00 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	94	0	0	0	0	201
3:15 PM	0	0	0	0	0	0	0	0	0	92	0	0	0	109	0	0	0	1	202
3:30 PM	0	0	0	0	0	0	0	0	1	101	0	0	0	113	2	0	2	0	219
3:45 PM	0	0	0	0	0	0	0	0	0	100	0	0	0	96	1	0	1	1	199
4:00 PM	0	0	0	0	0	0	0	0	0	102	0	0	0	109	1	0	0	1	213
4:15 PM	0	0	0	0	0	0	0	0	1	99	0	0	0	106	1	0	0	1	208
4:30 PM	0	0	0	0	0	0	0	0	1	92	0	0	0	113	3	0	2	1	212
4:45 PM	0	0	0	0	0	0	0	0	2	85	0	0	0	101	3	0	0	3	194
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2L2	S2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	11	1244	0	0	0	1302	17	0	14	13	2601
APPROACH %'s :									0.88%	99.12%	0.00%	0.00%	0.00%	98.71%	1.29%	0.00%	51.85%	48.15%	
PEAK HR :	02:00 PM - 03:00 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	6	466	0	0	0	461	6	0	9	5	953
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.925	0.000	0.000	0.000	0.887	0.750	0.000	0.563	0.417	0.968
										0.937				0.891					

Explanation for extra leg movements

Movements exiting the extra leg

S2L2	Movements exiting from Extra Leg (Pizza Star Dwy) entering into Rte 212/Ulster Ave heading EB
S2R2	Movements exiting from Extra Leg (Pizza Star Dwy) entering into Rte 212/Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: Tomsons Rd & Rte 212/Ulster Ave
City: Saugerties
Control: 1-Way Stop(SB)

Project ID: 23-380001-021
Date: 1/29/2023

Data - Total

NS/EW Streets:	Tomsons Rd				Tomsons Rd				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	2	0	4	0	3	107	0	0	0	120	2	0	238	
11:15 AM	0	0	0	0	1	0	3	0	2	101	0	0	0	115	0	0	222	
11:30 AM	0	0	0	0	1	0	3	0	1	110	0	0	0	108	2	0	225	
11:45 AM	0	0	0	0	0	0	2	0	2	138	0	0	0	110	1	0	253	938
12:00 PM	0	0	0	0	0	0	6	0	2	115	0	0	0	129	1	0	253	953
12:15 PM	0	0	0	0	1	0	3	0	1	138	0	0	0	118	2	0	263	994
12:30 PM	0	0	0	0	0	0	3	0	5	126	0	0	0	134	5	0	273	1042
12:45 PM	0	0	0	0	1	0	2	0	3	133	0	0	0	116	3	0	258	1047
1:00 PM	0	0	0	0	0	0	5	0	2	104	0	0	0	123	2	0	236	1030
1:15 PM	0	0	0	0	4	0	4	0	0	121	0	0	0	123	0	0	252	1019
1:30 PM	0	0	0	0	1	0	3	0	2	101	0	0	0	113	1	0	221	967
1:45 PM	0	0	0	0	0	0	0	0	3	126	0	0	0	125	1	0	255	964
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	11	0	38	0	26	1420	0	0	0	1434	20	0	2949	
APPROACH %'s :					22.45%	0.00%	77.55%	0.00%	1.80%	98.20%	0.00%	0.00%	0.00%	98.62%	1.38%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	14	0	10	517	0	0	0	491	9	0	1042	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.500	0.937	0.000	0.000	0.000	0.916	0.450	0.000	0.954	
						0.625				0.948				0.899				
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	5	0	10	0	7	116	0	0	0	103	1	0	242	970
2:15 PM	0	0	0	0	3	0	5	0	3	123	0	0	0	111	5	0	250	968
2:30 PM	0	0	0	0	0	0	3	0	2	109	0	0	0	128	0	0	242	989
2:45 PM	0	0	0	0	0	0	4	0	4	111	0	0	0	103	0	0	222	956
3:00 PM	0	0	0	0	1	0	3	0	3	104	0	0	0	91	0	0	202	916
3:15 PM	0	0	0	0	0	0	4	0	5	87	0	0	0	106	3	0	205	871
3:30 PM	0	0	0	0	0	0	8	0	0	101	0	0	0	106	1	0	216	845
3:45 PM	0	0	0	0	0	0	2	0	2	101	0	0	0	96	1	0	202	825
4:00 PM	0	0	0	0	0	0	4	0	3	98	0	0	0	105	1	0	211	834
4:15 PM	0	0	0	0	1	0	3	0	1	97	0	0	0	107	0	1	210	839
4:30 PM	0	0	0	0	0	0	4	0	2	94	0	0	0	109	0	0	209	832
4:45 PM	0	0	0	0	0	0	4	0	3	82	0	0	0	101	0	0	190	820
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	10	0	54	0	35	1223	0	0	0	1266	12	1	2601	
APPROACH %'s :					15.63%	0.00%	84.38%	0.00%	2.78%	97.22%	0.00%	0.00%	0.00%	98.98%	0.94%	0.08%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	8	0	22	0	16	459	0	0	0	445	6	0	956	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.400	0.000	0.550	0.000	0.571	0.933	0.000	0.000	0.000	0.869	0.300	0.000	0.956	
						0.500				0.942				0.881				

National Data & Surveying Services Intersection Turning Movement Count

Location: Kings Hwy & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-004
Date: 1/29/2023

Data - Total

NS/EW Streets:	Kings Hwy				Kings Hwy				Rte 212/Ulster Ave					Rte 212/Ulster Ave							
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND							
	0	2	0	0	0	1	0	0	1	1	1	0	0	0.5	1.5	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	TOTAL
11:00 AM	36	1	10	0	0	0	1	0	0	76	31	0	1	8	84	0	0	0	0	0	1	249
11:15 AM	34	1	4	0	0	0	0	0	1	64	37	0	1	7	81	0	0	0	0	0	0	230
11:30 AM	28	0	7	0	0	0	1	0	2	62	45	0	0	7	77	1	0	0	0	0	4	234
11:45 AM	28	1	5	0	2	0	0	0	2	95	43	0	0	12	81	0	0	0	0	0	1	270
12:00 PM	39	0	9	0	0	0	0	0	2	77	33	0	0	9	89	2	0	0	0	0	3	263
12:15 PM	40	0	10	0	0	1	1	0	3	96	41	0	0	6	77	1	0	0	0	0	1	277
12:30 PM	35	0	17	0	1	0	1	0	4	87	37	0	0	15	102	2	0	0	0	0	3	304
12:45 PM	34	0	12	0	0	0	0	0	1	85	46	0	0	7	82	2	0	0	0	0	2	271
1:00 PM	34	1	3	0	2	1	1	0	1	75	29	0	1	5	88	2	0	0	0	0	1	244
1:15 PM	42	1	6	0	0	1	2	0	1	87	36	0	0	9	81	0	0	0	1	0	0	267
1:30 PM	23	0	8	0	1	0	1	0	1	62	38	0	0	12	88	1	0	0	0	1	1	237
1:45 PM	26	0	8	0	0	0	0	0	1	83	44	0	0	10	98	0	0	0	0	0	1	271
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	TOTAL
TOTAL VOLUMES :	399	5	99	0	6	3	8	0	19	949	460	0	3	107	1028	11	0	0	1	1	18	3117
APPROACH %'s :	79.32%	0.99%	19.68%	0.00%	35.29%	17.65%	47.06%	0.00%	1.33%	66.32%	32.15%	0.00%	0.21%	9.34%	89.70%	0.96%	0.00%	0.00%	5.00%	5.00%	90.00%	
FORCED PEAK HR :	11:45 AM - 12:45 PM																					TOTAL
PEAK HR VOL :	142	1	41	0	3	1	2	0	11	355	154	0	0	42	349	5	0	0	0	0	8	1114
PEAK HR FACTOR :	0.888	0.000	0.603	0.000	0.750	0.250	0.500	0.000	0.688	0.924	0.837	0.000	0.000	0.700	0.855	0.625	0.000	0.000	0.000	0.000	0.667	0.916
	0.885				0.750				0.929					0.832								
HV%	2%	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	1%	0%	#DIV/0!	#DIV/0!	0%	1%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND							
	0	2	0	0	0	1	0	0	1	1	1	0	0	0.5	1.5	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	TOTAL
2:00 PM	48	0	12	0	0	0	0	0	1	93	27	0	0	11	54	4	0	0	0	0	2	252
2:15 PM	47	2	6	0	2	0	1	0	0	92	34	0	0	8	67	4	0	0	1	0	1	265
2:30 PM	27	0	4	0	0	0	1	0	1	74	33	0	0	6	100	0	0	0	0	0	0	246
2:45 PM	27	0	2	0	2	0	1	0	0	86	25	0	1	1	76	0	0	0	0	0	0	221
3:00 PM	31	0	10	0	2	0	0	0	0	73	30	0	1	3	59	0	0	0	0	0	0	209
3:15 PM	26	1	9	0	2	1	3	0	3	51	33	0	1	4	81	1	0	0	0	0	1	217
3:30 PM	29	0	8	0	1	1	0	0	1	67	32	0	1	8	76	4	0	0	1	0	0	229
3:45 PM	27	2	11	0	1	0	0	0	2	62	34	0	0	5	67	0	0	0	0	0	3	214
4:00 PM	31	1	5	0	1	0	4	0	1	69	29	0	2	11	69	3	0	0	0	0	3	229
4:15 PM	27	0	5	0	0	0	0	0	0	68	29	0	0	5	78	0	0	0	0	1	2	215
4:30 PM	39	0	5	0	0	0	0	0	1	59	32	0	3	5	70	0	0	0	0	0	2	216
4:45 PM	33	1	3	0	1	0	1	0	1	58	23	0	1	3	65	2	0	0	0	0	1	193
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	TOTAL
TOTAL VOLUMES :	392	7	80	0	12	2	11	0	11	852	361	0	10	70	862	18	0	0	2	1	15	2706
APPROACH %'s :	81.84%	1.46%	16.70%	0.00%	48.00%	8.00%	44.00%	0.00%	0.89%	69.04%	29.25%	0.00%	0.81%	7.37%	90.74%	1.89%	0.00%	0.00%	11.11%	5.56%	83.33%	
PEAK HR :	02:00 PM - 03:00 PM																					TOTAL
PEAK HR VOL :	149	2	24	0	4	0	3	0	2	345	119	0	1	26	297	8	0	0	1	0	3	984
PEAK HR FACTOR :	0.776	0.250	0.500	0.000	0.500	0.000	0.750	0.000	0.500	0.927	0.875	0.000	0.250	0.591	0.743	0.500	0.000	0.000	0.250	0.000	0.375	0.928
	0.729				0.583				0.927					0.781								

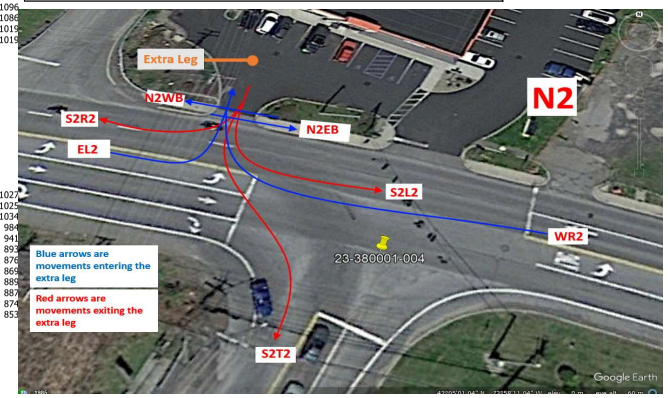
Explanation for extra leg movements

Movements entering the extra leg

EL2	Movements coming from EB on Rte 212/Ulster Ave entering into the Extra Leg (Buns Burgers Dwy)
WR2	Movements coming from WB on Rte 212/Ulster Ave entering into the Extra Leg (Buns Burgers Dwy)

Movements exiting the extra leg

S2T2	Movements exiting from Extra Leg (Buns Burgers Dwy) entering into Kings Hwy heading SB
S2L2	Movements exiting from Extra Leg (Buns Burgers Dwy) entering into Rte 212/Ulster Ave heading EB
S2R2	Movements exiting from Extra Leg (Buns Burgers Dwy) entering into Rte 212/Ulster Ave heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: Exxon North Dwy & Rte 212/Ulster Ave
City: Saugerties
Control: No Control

Project ID: 23-380001-020
Date: 1/29/2023

Data - Total

NS/EW Streets:	Exxon North Dwy				Exxon North Dwy				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	3	0	2	0	0	0	0	0	0	88	1	0	6	90	0	0	190	
11:15 AM	0	0	3	0	0	0	0	0	0	66	1	0	3	90	0	0	163	
11:30 AM	2	0	4	0	0	0	0	0	0	67	3	0	3	80	0	0	159	
11:45 AM	1	0	0	0	0	0	0	0	0	98	0	0	2	92	0	0	193	705
12:00 PM	1	0	2	0	0	0	0	0	0	84	3	0	8	99	0	0	197	712
12:15 PM	0	0	4	0	0	0	0	0	0	108	1	0	1	89	0	0	203	752
12:30 PM	1	0	7	0	0	0	0	0	0	103	1	0	4	113	0	0	229	822
12:45 PM	0	0	5	0	0	0	0	0	1	96	1	0	1	93	0	0	197	826
1:00 PM	1	0	2	0	0	0	0	0	1	77	1	0	2	92	0	0	176	805
1:15 PM	2	0	2	0	0	0	0	0	0	95	0	0	3	89	0	0	191	793
1:30 PM	0	0	3	0	0	0	0	0	0	67	1	0	1	100	0	0	172	736
1:45 PM	1	0	0	0	0	0	0	0	0	91	2	0	2	107	0	0	203	742
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	12	0	34	0	0	0	0	0	2	1040	15	0	36	1134	0	0	2273	
APPROACH %'s :	26.09%	0.00%	73.91%	0.00%					0.19%	98.39%	1.42%	0.00%	3.08%	96.92%	0.00%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	3	0	13	0	0	0	0	0	0	393	5	0	15	393	0	0	822	
PEAK HR FACTOR :	0.750	0.000	0.464	0.000	0.000	0.000	0.000	0.000	0.000	0.910	0.417	0.000	0.469	0.869	0.000	0.000	0.897	
	0.500								0.913				0.872					
HV%	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	1	0	0	0	0	0	0	102	3	0	0	68	0	0	175	741
2:15 PM	1	0	0	0	0	0	0	0	0	101	1	0	1	78	0	0	182	732
2:30 PM	2	0	3	0	0	0	0	0	0	76	2	0	3	105	0	0	191	751
2:45 PM	1	0	1	0	0	0	0	0	0	89	1	0	2	75	0	0	169	717
3:00 PM	0	0	3	0	0	0	0	0	0	84	1	0	0	62	0	0	150	692
3:15 PM	1	0	3	0	0	0	0	0	0	61	1	0	0	86	0	0	152	662
3:30 PM	2	0	1	0	0	0	0	0	0	75	0	0	1	89	0	0	168	639
3:45 PM	0	0	1	0	0	0	0	0	0	74	2	0	2	70	0	0	149	619
4:00 PM	0	0	0	0	0	0	0	0	0	74	0	0	1	81	0	0	156	625
4:15 PM	1	0	1	0	0	0	0	0	0	72	2	0	0	82	0	0	158	631
4:30 PM	2	0	1	0	0	0	0	0	0	62	1	0	0	74	0	0	140	603
4:45 PM	1	0	0	0	0	0	0	0	0	63	0	0	2	68	0	0	134	588
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	12	0	15	0	0	0	0	0	0	933	14	0	12	938	0	0	1924	
APPROACH %'s :	44.44%	0.00%	55.56%	0.00%					0.00%	98.52%	1.48%	0.00%	1.26%	98.74%	0.00%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	5	0	5	0	0	0	0	0	0	368	7	0	6	326	0	0	717	
PEAK HR FACTOR :	0.625	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.902	0.583	0.000	0.500	0.776	0.000	0.000	0.938	
	0.500								0.893				0.769					

National Data & Surveying Services Intersection Turning Movement Count

Location: CVS and Big Lots Dwy/Grand Un Plz & Rte 212/Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-013
Date: 1/29/2023

Data - Total

NS/EW Streets:	CVS and Big Lots Dwy/Grand Un Plz				CVS and Big Lots Dwy/Grand Un Plz				Rte 212/Ulster Ave				Rte 212/Ulster Ave				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0.5	1.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	8	0	13	0	15	75	0	0	0	84	11	0	206
11:15 AM	0	0	0	0	7	0	18	0	16	53	0	0	0	74	21	0	189
11:30 AM	0	0	0	0	8	0	10	0	13	56	0	0	0	74	12	0	173
11:45 AM	0	0	0	0	7	0	24	0	18	78	0	0	0	72	17	0	216
12:00 PM	0	0	0	0	14	0	17	0	20	70	0	0	0	87	13	0	221
12:15 PM	0	0	0	0	15	0	17	0	15	96	0	0	0	75	21	0	239
12:30 PM	0	0	0	0	7	0	25	0	20	91	0	0	0	90	18	0	251
12:45 PM	0	0	0	0	18	0	21	0	19	82	0	0	0	74	18	0	232
1:00 PM	0	0	0	0	18	0	12	0	13	66	0	0	0	85	10	0	204
1:15 PM	0	0	0	0	11	0	12	0	15	81	0	0	0	77	22	0	218
1:30 PM	0	0	0	0	13	0	16	0	16	54	0	0	0	84	11	0	194
1:45 PM	0	0	0	0	9	0	15	0	16	76	0	0	0	94	16	0	226
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	135	0	200	0	196	878	0	0	0	970	190	0	2569
APPROACH %'s :					40.30%	0.00%	59.70%	0.00%	18.25%	81.75%	0.00%	0.00%	0.00%	83.62%	16.38%	0.00%	
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	43	0	83	0	73	335	0	0	0	324	69	0	927
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.597	0.000	0.830	0.000	0.913	0.872	0.000	0.000	0.000	0.900	0.821	0.000	0.923
						0.808				0.919				0.910			
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0.5	1.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	23	0	18	0	15	88	0	0	0	51	24	0	219
2:15 PM	0	0	0	0	19	0	13	0	21	80	0	0	0	65	17	0	215
2:30 PM	0	0	0	0	10	0	25	0	12	67	0	0	0	83	13	0	210
2:45 PM	0	0	0	0	12	0	15	0	11	79	0	0	0	63	13	0	193
3:00 PM	0	0	0	0	7	0	12	0	17	70	0	0	0	49	8	0	163
3:15 PM	0	0	0	0	12	0	20	0	18	45	0	0	0	68	13	0	176
3:30 PM	0	0	0	0	11	0	11	0	12	64	0	1	0	76	16	0	191
3:45 PM	0	0	0	0	17	0	13	0	14	60	0	0	0	61	13	0	178
4:00 PM	0	0	0	0	12	0	10	0	13	62	0	0	0	70	8	0	175
4:15 PM	0	0	0	0	10	0	15	0	9	64	0	0	0	68	13	0	179
4:30 PM	0	0	0	0	12	0	15	0	11	52	0	0	0	58	13	0	161
4:45 PM	0	0	0	0	14	0	12	0	11	52	0	0	0	60	12	0	161
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	159	0	179	0	164	783	0	1	0	772	163	0	2221
APPROACH %'s :					47.04%	0.00%	52.96%	0.00%	17.30%	82.59%	0.00%	0.11%	0.00%	82.57%	17.43%	0.00%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	64	0	71	0	59	314	0	0	0	262	67	0	837
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.696	0.000	0.710	0.000	0.702	0.892	0.000	0.000	0.000	0.789	0.698	0.000	0.955
						0.823				0.905				0.857			

National Data & Surveying Services Intersection Turning Movement Count

Location: Railroad Ave/Abbotts Ct & Rte 212/Ulster Ave
City: Saugerties
Control: 2-Way Stop(NB/SB)

Project ID: 23-380001-012
Date: 1/29/2023

Data - Total

NS/EW Streets:	Railroad Ave/Abbotts Ct				Railroad Ave/Abbotts Ct				Rte 212/Ulster Ave				Rte 212/Ulster Ave					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	0	4	0	0	0	0	0	0	88	0	0	2	94	0	0	188	
11:15 AM	0	0	9	0	0	0	0	0	0	57	0	0	2	96	0	0	164	
11:30 AM	1	0	3	0	1	0	0	0	1	65	1	0	5	84	0	0	161	
11:45 AM	0	0	9	0	0	0	1	0	0	82	1	0	3	89	0	0	185	698
12:00 PM	2	0	5	0	1	0	0	0	0	86	0	0	5	101	0	0	200	710
12:15 PM	0	0	10	0	0	0	0	0	1	109	1	0	3	93	0	0	217	763
12:30 PM	2	0	9	0	1	0	0	0	0	94	0	0	4	105	0	0	215	817
12:45 PM	1	0	7	0	0	1	0	0	0	102	1	0	3	91	0	0	206	838
1:00 PM	0	0	8	0	1	0	0	0	1	84	0	0	6	98	0	0	198	836
1:15 PM	1	0	8	0	0	0	0	0	1	89	0	0	6	95	0	0	200	819
1:30 PM	0	0	5	0	0	0	0	0	0	64	0	0	3	98	0	0	170	774
1:45 PM	0	0	8	0	0	0	0	0	0	88	1	1	2	106	0	0	206	774
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	7	0	85	0	4	1	1	0	4	1008	5	1	44	1150	0	0	2310	
APPROACH %'s :	7.61%	0.00%	92.39%	0.00%	66.67%	16.67%	16.67%	0.00%	0.39%	99.02%	0.49%	0.10%	3.69%	96.31%	0.00%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	4	0	33	0	2	0	1	0	1	371	2	0	15	388	0	0	817	
PEAK HR FACTOR :	0.500	0.000	0.825	0.000	0.500	0.000	0.000	0.000	0.250	0.851	0.500	0.000	0.750	0.924	0.000	0.000	0.941	
	0.841				0.750				0.842				0.924					
HV%	0%	#DIV/0!	3%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	1%	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	0	10	0	0	0	1	0	0	110	0	0	5	75	0	0	201	777
2:15 PM	1	0	10	0	0	0	0	0	0	100	0	0	3	80	0	0	194	771
2:30 PM	0	0	4	0	0	0	0	0	0	74	1	0	3	97	0	0	179	780
2:45 PM	0	0	8	0	0	0	0	0	0	93	0	0	5	77	0	0	183	757
3:00 PM	0	0	4	0	0	0	0	0	0	75	0	0	4	56	0	0	139	695
3:15 PM	3	0	8	0	0	0	0	0	1	56	2	0	3	77	0	0	150	651
3:30 PM	0	0	9	0	0	0	0	0	0	74	0	0	4	94	0	0	181	653
3:45 PM	0	0	4	0	0	0	0	0	0	73	0	0	2	74	0	0	153	623
4:00 PM	1	0	2	0	0	0	0	0	0	79	0	0	4	80	0	0	166	650
4:15 PM	1	0	5	0	0	0	0	0	0	72	2	0	0	75	0	0	155	655
4:30 PM	0	0	6	0	1	0	0	0	1	60	3	0	1	72	0	0	144	618
4:45 PM	1	0	10	0	0	0	0	0	0	66	0	0	5	71	0	0	153	618
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	7	0	80	0	1	0	1	0	2	932	8	0	39	928	0	0	1998	
APPROACH %'s :	8.05%	0.00%	91.95%	0.00%	50.00%	0.00%	50.00%	0.00%	0.21%	98.94%	0.85%	0.00%	4.03%	95.97%	0.00%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																TOTAL	
PEAK HR VOL :	1	0	32	0	0	0	1	0	0	377	1	0	16	329	0	0	757	
PEAK HR FACTOR :	0.250	0.000	0.800	0.000	0.000	0.000	0.250	0.000	0.000	0.857	0.250	0.000	0.800	0.848	0.000	0.000	0.942	
	0.750				0.250				0.859				0.863					

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Ulster Ave
City: Saugerties
Control: Signalized

Project ID: 23-380001-007
Date: 1/29/2023

Data - Total

NS/EW Streets:	Market St					Market St					Ulster Ave					Ulster Ave								
NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND								
	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
11:00 AM	55	6	0	0	0	1	16	14	0	1	18	0	47	0	0	0	0	0	0	0	1	0	159
11:15 AM	55	4	0	0	1	1	8	10	0	0	14	0	51	0	0	0	0	0	0	0	0	1	145
11:30 AM	61	6	0	0	1	0	14	12	0	0	11	0	33	0	1	0	0	0	0	0	1	0	140
11:45 AM	63	12	0	0	1	0	15	16	0	0	17	0	52	0	0	0	0	0	0	0	2	0	178
12:00 PM	70	9	1	0	0	0	11	11	0	0	13	0	61	0	0	0	0	0	0	0	0	0	176
12:15 PM	73	16	0	0	0	1	16	13	0	1	11	0	73	0	0	0	0	0	0	0	0	1	205
12:30 PM	68	8	0	1	2	2	9	9	0	0	8	0	65	0	0	0	0	0	0	0	1	0	173
12:45 PM	60	8	0	0	0	0	12	15	0	0	8	0	52	0	1	0	0	0	0	0	0	1	157
1:00 PM	64	11	0	1	0	0	11	10	0	0	10	0	65	0	2	0	0	0	0	2	1	0	177
1:15 PM	56	11	0	0	0	1	7	9	0	0	14	0	62	0	0	0	0	0	0	0	0	0	160
1:30 PM	72	16	0	0	1	0	7	9	0	0	2	0	51	0	0	0	0	0	0	1	0	0	159
1:45 PM	70	14	0	0	0	0	9	9	0	0	13	0	52	0	2	0	0	0	0	1	0	1	171
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	767	121	1	2	6	6	135	137	0	2	139	0	664	0	6	0	0	0	0	4	6	4	2000
APPROACH %'s :	85.51%	13.49%	0.11%	0.22%	0.67%	2.14%	48.21%	48.93%	0.00%	0.71%	17.18%	0.00%	82.08%	0.00%	0.74%					28.57%	42.86%	28.57%	
PEAK HR :	11:45 AM - 12:45 PM																						TOTAL
PEAK HR VOL :	274	45	1	1	3	3	51	49	0	1	49	0	251	0	0	0	0	0	0	0	3	1	732
PEAK HR FACTOR :	0.938	0.703	0.250	0.250	0.375	0.375	0.797	0.766	0.000	0.250	0.721	0.000	0.860	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.893
			0.910					0.839					0.893										
HV%	1%	0%	0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0%	#DIV/0!	1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND								
	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
2:00 PM	61	13	0	0	1	1	11	11	0	0	16	0	69	0	0	0	0	0	0	0	0	1	184
2:15 PM	68	8	0	0	0	1	18	12	0	0	14	1	63	0	2	0	0	0	0	0	0	1	188
2:30 PM	55	18	1	0	1	0	9	17	0	0	10	0	61	0	1	0	0	0	0	3	1	0	177
2:45 PM	62	15	0	0	0	0	15	9	0	0	16	0	45	0	2	0	0	0	0	0	1	1	166
3:00 PM	46	12	1	0	1	0	10	6	0	0	18	0	54	0	1	0	0	0	0	0	1	0	150
3:15 PM	56	10	0	0	0	0	8	3	0	0	13	0	28	0	1	0	0	0	0	0	2	0	121
3:30 PM	61	13	0	0	0	0	8	13	0	0	8	0	54	0	0	0	0	0	0	0	0	0	157
3:45 PM	50	10	0	0	0	1	10	10	0	0	12	0	47	0	1	0	0	0	0	0	0	1	142
4:00 PM	54	7	0	0	0	0	8	9	0	0	11	0	47	0	0	0	0	0	0	0	0	0	136
4:15 PM	52	7	0	0	0	0	13	13	0	1	11	0	36	0	1	0	0	0	0	0	1	0	135
4:30 PM	46	9	0	0	1	0	15	9	0	2	19	0	36	0	0	0	0	0	0	0	2	1	140
4:45 PM	48	9	0	0	0	0	13	8	0	2	11	0	42	0	1	0	0	0	0	1	3	0	138
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	659	131	2	0	4	3	138	120	0	5	159	1	582	0	10	0	0	0	0	4	11	5	1834
APPROACH %'s :	82.79%	16.46%	0.25%	0.00%	0.50%	1.13%	51.88%	45.11%	0.00%	1.88%	21.14%	0.13%	77.39%	0.00%	1.33%					20.00%	55.00%	25.00%	
PEAK HR :	02:00 PM - 03:00 PM																						TOTAL
PEAK HR VOL :	246	54	1	0	2	2	53	49	0	0	56	1	238	0	5	0	0	0	0	3	2	3	715
PEAK HR FACTOR :	0.904	0.750	0.250	0.000	0.500	0.500	0.736	0.721	0.000	0.000	0.875	0.250	0.862	0.000	0.625	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.951
			0.984					0.839					0.882										

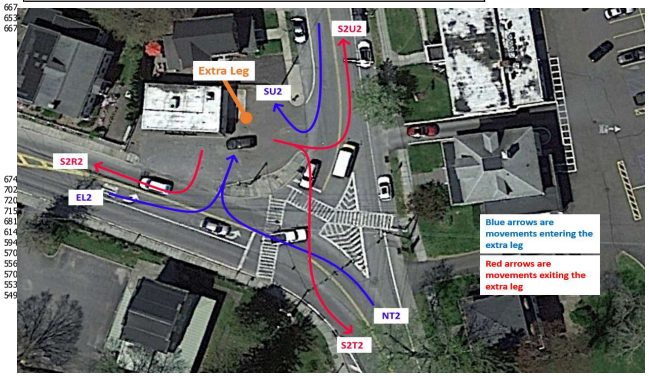
Explanation for extra leg movements

Movements entering the extra leg

NT2	Movements coming from NB on Market St entering into the Extra Leg (Smokers Choice Dwy)
EL2	Movements coming from EB on Ulster Ave entering into the Extra Leg (Smokers Choice Dwy)
SU2	Movements coming from SB on Market St entering into the Extra Leg (Smokers Choice Dwy)

Movements exiting the extra leg

S2T2	Movements exiting from Extra Leg (Smokers Choice Dwy) entering into Market St heading SB
S2R2	Movements exiting from Extra Leg (Smokers Choice Dwy) entering into Ulster Ave heading WB
S2U2	Movements exiting from Extra Leg (Smokers Choice Dwy) entering into Market St heading NB



National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-014
Date: 1/29/2023

Data - Total

NS/EW Streets:	Market St				Market St				Main St				Main St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	TOTAL
11:00 AM	0	0	0	0	45	1	17	0	35	9	3	0	0	5	24	0	139
11:15 AM	0	0	0	0	35	0	25	0	31	6	0	0	1	3	37	0	138
11:30 AM	0	0	0	0	23	1	23	0	32	12	0	0	0	9	35	0	135
11:45 AM	0	0	0	0	37	0	28	0	29	7	2	0	1	5	39	0	148
12:00 PM	0	0	0	0	45	2	20	0	39	13	0	0	0	8	44	0	171
12:15 PM	0	0	0	0	56	2	28	0	36	8	1	0	2	9	50	0	192
12:30 PM	0	0	0	0	39	1	28	0	33	9	0	0	3	8	45	0	166
12:45 PM	0	0	0	0	44	1	20	0	33	6	0	0	1	5	40	0	150
1:00 PM	0	0	0	0	51	1	27	0	32	10	0	1	1	6	44	0	173
1:15 PM	0	0	0	0	42	0	23	0	30	6	0	0	3	3	37	0	144
1:30 PM	0	0	0	0	38	0	18	0	38	8	1	0	2	5	46	0	156
1:45 PM	0	0	0	0	45	1	21	0	29	8	0	0	2	6	55	0	167
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	500	10	278	0	397	102	7	1	16	72	496	0	1879
APPROACH %'s :					63.45%	1.27%	35.28%	0.00%	78.30%	20.12%	1.38%	0.20%	2.74%	12.33%	84.93%	0.00%	
FORCED PEAK HR :	11:45 PM - 12:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	177	5	104	0	137	37	3	0	6	30	178	0	677
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.790	0.625	0.929	0.000	0.951	0.925	0.750	0.000	0.500	0.833	0.890	0.000	0.882
						0.831				0.983				0.877			
HV%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	0%	#DIV/0!	1%	0%	0%	#DIV/0!	0%	0%	1%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	TOTAL
2:00 PM	0	0	0	0	50	0	27	0	38	5	1	0	1	6	34	0	162
2:15 PM	0	0	0	0	54	3	27	0	31	5	1	0	1	3	46	0	171
2:30 PM	0	0	0	0	39	2	29	0	30	9	1	0	2	6	48	0	166
2:45 PM	0	0	0	0	32	1	27	0	36	12	2	0	1	6	42	0	159
3:00 PM	0	0	0	0	41	2	24	0	30	7	1	0	1	9	29	0	144
3:15 PM	0	0	0	0	21	0	13	0	29	5	0	0	3	1	31	0	103
3:30 PM	0	0	0	0	34	1	27	0	32	4	0	0	3	2	47	0	150
3:45 PM	0	0	0	0	31	3	22	0	26	5	0	0	1	4	33	0	125
4:00 PM	0	0	0	0	26	1	24	0	27	8	0	0	0	4	29	1	120
4:15 PM	0	0	0	0	27	1	19	0	26	7	2	0	1	5	39	0	127
4:30 PM	0	0	0	0	32	0	20	0	30	9	1	0	2	6	25	0	125
4:45 PM	0	0	0	0	31	1	22	0	22	7	0	0	2	8	32	0	125
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	418	15	281	0	357	83	9	0	18	60	435	1	1677
APPROACH %'s :					58.54%	2.10%	39.36%	0.00%	79.51%	18.49%	2.00%	0.00%	3.50%	11.67%	84.63%	0.19%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	175	6	110	0	135	31	5	0	5	21	170	0	658
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.810	0.500	0.948	0.000	0.888	0.646	0.625	0.000	0.625	0.875	0.885	0.000	0.962
						0.866				0.855				0.875			

11:00 AM	560
11:15 AM	592
11:30 AM	646
11:45 AM	677
12:00 PM	679
12:15 PM	681
12:30 PM	633
12:45 PM	623
1:00 PM	640
1:15 PM	
1:30 PM	
1:45 PM	

2:00 PM	629
2:15 PM	656
2:30 PM	666
2:45 PM	658
3:00 PM	640
3:15 PM	572
3:30 PM	556
3:45 PM	522
4:00 PM	498
4:15 PM	522
4:30 PM	497
4:45 PM	497

National Data & Surveying Services Intersection Turning Movement Count

Location: Partition St & Main St
City: Saugerties
Control: Signalized

Project ID: 23-380001-016
Date: 1/29/2023

Data - Total

NS/EW Streets:	Partition St				Partition St				Main St				Main St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	14	4	9	0	2	9	1	0	3	17	28	0	16	15	0	0	118	
11:15 AM	21	6	17	0	0	5	1	0	1	18	22	0	13	16	0	0	120	
11:30 AM	18	3	5	0	0	6	1	0	2	13	17	0	17	27	0	0	109	
11:45 AM	20	6	17	0	0	8	5	0	3	19	20	0	17	19	1	0	135	482
12:00 PM	28	5	21	0	1	16	5	0	0	26	26	0	24	21	0	0	173	537
12:15 PM	20	7	16	0	0	11	3	0	4	24	35	0	23	40	0	0	183	600
12:30 PM	29	8	17	0	0	8	1	0	3	17	30	0	15	26	0	0	154	645
12:45 PM	19	7	19	0	0	7	6	0	4	17	34	0	23	18	1	0	155	665
1:00 PM	27	9	16	0	2	2	7	0	7	20	25	0	13	20	0	0	148	640
1:15 PM	20	5	17	0	1	6	0	0	3	24	27	0	16	29	0	0	148	605
1:30 PM	21	11	20	0	0	11	2	0	3	15	32	0	16	25	0	0	156	607
1:45 PM	28	7	11	0	1	2	3	0	1	17	27	0	15	27	0	0	139	591
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	265	78	185	0	7	91	35	0	34	227	323	0	208	283	2	0	1738	
APPROACH %'s :	50.19%	14.77%	35.04%	0.00%	5.26%	68.42%	26.32%	0.00%	5.82%	38.87%	55.31%	0.00%	42.19%	57.40%	0.41%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	97	26	71	0	1	43	14	0	10	86	111	0	79	106	1	0	645	
PEAK HR FACTOR :	0.836	0.813	0.845	0.000	0.250	0.672	0.583	0.000	0.625	0.827	0.793	0.000	0.823	0.663	0.250	0.000	0.881	
	0.898				0.659				0.821				0.738					
HV%	0%	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	1%	1%	#DIV/0!	1%	1%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	19	6	13	0	1	10	4	0	7	10	34	0	12	22	0	0	138	581
2:15 PM	26	8	15	0	1	9	3	0	4	15	42	0	17	20	1	0	161	594
2:30 PM	22	8	10	0	0	8	3	0	6	22	21	0	16	28	0	0	144	582
2:45 PM	24	11	15	0	2	3	1	0	2	15	26	0	10	25	1	0	135	578
3:00 PM	19	13	18	0	3	10	5	0	4	12	29	0	13	15	2	0	143	583
3:15 PM	18	4	12	0	0	8	4	0	2	16	13	0	10	13	1	0	101	523
3:30 PM	15	7	15	0	1	4	1	0	3	10	19	0	18	33	0	0	126	505
3:45 PM	18	8	19	0	1	9	4	0	6	11	19	0	13	11	1	0	120	490
4:00 PM	17	4	18	0	0	4	1	0	4	15	17	0	18	16	1	0	115	462
4:15 PM	15	7	10	0	1	4	0	0	3	14	21	0	13	22	0	0	110	471
4:30 PM	13	9	9	0	1	3	2	0	5	18	14	0	12	19	0	0	105	450
4:45 PM	14	11	8	0	0	3	1	0	1	18	22	1	13	22	1	0	115	445
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	220	96	162	0	11	75	29	0	47	176	277	1	165	246	8	0	1513	
APPROACH %'s :	46.03%	20.08%	33.89%	0.00%	9.57%	65.22%	25.22%	0.00%	9.38%	35.13%	55.29%	0.20%	39.38%	58.71%	1.91%	0.00%		
PEAK HR :	02:15 PM - 03:15 PM																TOTAL	
PEAK HR VOL :	91	40	58	0	6	30	12	0	16	64	118	0	56	88	4	0	583	
PEAK HR FACTOR :	0.875	0.769	0.806	0.000	0.500	0.750	0.600	0.000	0.667	0.727	0.702	0.000	0.824	0.786	0.500	0.000	0.905	
	0.945				0.667				0.811				0.841					

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Augusta Savage Rd/I-87 SB On/Off Ramp
City: Saugerties
Control: Signalized

Project ID: 23-380001-005
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Augusta Savage Rd/I-87 SB On/Off Ramp				Augusta Savage Rd/I-87 SB On/Off Ramp					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	2	80	32	0	101	61	2	0	1	0	0	0	26	0	3	0	308	
11:15 AM	0	64	22	0	104	58	2	0	0	0	0	0	15	0	4	0	269	
11:30 AM	3	72	33	0	113	81	0	0	0	0	0	0	26	0	0	0	328	
11:45 AM	3	80	33	0	152	64	1	0	1	0	0	0	30	0	6	0	370	1275
12:00 PM	2	78	41	0	105	60	1	0	0	1	0	0	21	1	1	0	311	1278
12:15 PM	1	84	30	0	115	69	1	0	0	0	0	0	32	0	0	0	332	1341
12:30 PM	1	90	41	0	87	62	1	0	0	0	0	0	25	1	3	0	311	1324
12:45 PM	3	87	25	0	101	66	1	0	0	1	0	0	28	0	3	0	315	1269
1:00 PM	1	71	28	0	103	49	2	0	0	0	0	0	31	0	4	0	289	1247
1:15 PM	0	73	36	0	99	73	1	0	0	0	0	0	23	1	4	0	310	1225
1:30 PM	1	61	33	0	110	61	2	0	0	1	0	0	21	0	2	0	292	1206
1:45 PM	0	72	32	0	105	69	0	0	0	1	0	0	34	1	8	0	322	1213
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	17	912	386	0	1295	773	14	0	2	4	0	0	312	4	38	0	3757	
APPROACH %'s :	1.29%	69.35%	29.35%	0.00%	62.20%	37.13%	0.67%	0.00%	33.33%	66.67%	0.00%	0.00%	88.14%	1.13%	10.73%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	7	332	145	0	459	255	4	0	1	1	0	0	108	2	10	0	1324	
PEAK HR FACTOR :	0.583	0.988	0.884	0.000	0.755	0.787	1.000	0.000	0.250	0.250	0.000	0.000	0.844	0.500	0.417	0.000	0.895	
		1.000				0.827				0.500				0.833				
HV%	0%	2%	0%	#DIV/0!	0%	1%	0%	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	1%	0%	10%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	1	0	1	1	0	0	0	1	0	0	1	0	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	2	83	32	0	93	61	0	0	0	0	0	0	19	0	7	0	297	1221
2:15 PM	1	78	25	0	110	56	1	0	0	0	0	0	29	1	0	0	301	1212
2:30 PM	0	74	28	0	95	55	0	0	0	0	0	0	22	0	4	0	278	1198
2:45 PM	0	64	18	0	98	52	1	0	0	0	0	0	24	0	7	0	264	1140
3:00 PM	2	72	16	0	110	49	1	0	0	0	0	0	39	0	1	0	290	1133
3:15 PM	3	70	29	0	139	59	3	0	0	0	0	0	25	1	2	0	331	1163
3:30 PM	1	70	23	1	115	55	1	0	0	0	0	0	32	1	6	0	305	1190
3:45 PM	3	61	34	0	111	47	0	0	0	0	0	0	28	0	3	0	287	1213
4:00 PM	1	63	20	0	135	49	1	0	0	0	0	0	33	0	4	0	306	1229
4:15 PM	2	72	23	0	120	34	0	0	0	0	0	0	29	0	2	0	282	1180
4:30 PM	2	79	24	0	148	55	0	0	0	0	0	0	31	1	3	0	343	1218
4:45 PM	1	62	27	0	129	46	1	0	0	0	0	0	27	0	6	0	299	1230
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	18	848	299	1	1403	618	9	0	0	0	0	0	338	4	45	0	3583	
APPROACH %'s :	1.54%	72.73%	25.64%	0.09%	69.11%	30.44%	0.44%	0.00%					87.34%	1.03%	11.63%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	6	276	94	0	532	184	2	0	0	0	0	0	120	1	15	0	1230	
PEAK HR FACTOR :	0.750	0.873	0.870	0.000	0.899	0.836	0.500	0.000	0.000	0.000	0.000	0.000	0.909	0.250	0.625	0.000	0.897	
		0.895				0.884								0.919				

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-009
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32				Old Rte 32					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	1	82	0	0	0	157	0	0	0	0	2	0	0	0	0	0	242	
11:15 AM	1	65	0	0	0	172	0	0	0	0	3	0	0	0	0	0	241	
11:30 AM	1	70	0	0	0	184	0	0	0	0	6	0	0	0	0	0	261	
11:45 AM	2	85	0	0	0	209	0	0	0	0	3	0	0	0	0	0	299	1043
12:00 PM	2	79	0	0	0	161	1	0	0	0	2	0	0	0	0	0	245	1046
12:15 PM	0	80	0	0	0	183	0	0	0	0	0	0	0	0	0	0	263	1068
12:30 PM	0	93	0	0	0	144	0	0	0	0	0	0	0	0	0	0	237	1044
12:45 PM	0	90	0	0	0	166	0	0	0	0	3	0	0	0	0	0	259	1004
1:00 PM	0	73	0	1	0	157	0	0	0	0	2	0	0	0	0	0	233	992
1:15 PM	1	74	0	0	0	162	0	0	0	0	6	0	0	0	0	0	243	972
1:30 PM	0	63	0	0	0	170	0	0	1	0	2	0	0	0	0	0	236	971
1:45 PM	1	75	0	0	0	167	0	0	0	0	2	0	0	0	0	0	245	957
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	9	929	0	1	0	2032	1	0	1	0	31	0	0	0	0	0	3004	
APPROACH %'s :	0.96%	98.94%	0.00%	0.11%	0.00%	99.95%	0.05%	0.00%	3.13%	0.00%	96.88%	0.00%						
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	4	337	0	0	0	697	1	0	0	0	5	0	0	0	0	0	1044	
PEAK HR FACTOR :	0.500	0.991	0.000	0.000	0.000	0.834	0.250	0.000	0.000	0.000	0.208	0.000	0.000	0.000	0.000	0.000	0.873	
		0.980				0.835				0.208								
HV%	0%	3%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	1	87	0	0	0	156	0	0	0	0	2	0	0	0	0	0	246	970
2:15 PM	1	77	0	0	0	164	0	0	0	0	1	0	0	0	0	0	243	970
2:30 PM	1	79	0	0	0	156	0	0	1	0	2	0	0	0	0	0	239	973
2:45 PM	3	64	0	0	0	139	0	0	0	0	0	0	0	0	0	0	206	934
3:00 PM	3	71	0	0	0	160	0	0	0	0	1	0	0	0	0	0	235	923
3:15 PM	0	73	0	0	0	194	0	0	0	0	2	0	0	0	0	0	269	949
3:30 PM	1	76	0	0	0	175	0	0	0	0	2	0	0	0	0	0	254	964
3:45 PM	0	60	0	0	0	157	0	0	0	0	2	0	0	0	0	0	219	977
4:00 PM	0	65	0	0	0	181	1	0	0	0	1	0	0	0	0	0	248	990
4:15 PM	3	72	0	0	0	158	2	0	0	0	1	0	0	0	0	0	236	957
4:30 PM	2	75	0	0	0	194	1	0	0	0	3	0	0	0	0	0	275	978
4:45 PM	0	75	0	0	0	186	0	0	0	0	2	0	0	0	0	0	263	1022
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	15	874	0	0	0	2020	4	0	1	0	19	0	0	0	0	0	2933	
APPROACH %'s :	1.69%	98.31%	0.00%	0.00%	0.00%	99.80%	0.20%	0.00%	5.00%	0.00%	95.00%	0.00%						
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	5	287	0	0	0	719	4	0	0	0	7	0	0	0	0	0	1022	
PEAK HR FACTOR :	0.417	0.957	0.000	0.000	0.000	0.927	0.500	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.929	
		0.948				0.927				0.583								

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Mower Mill Rd
City: Saugerties
Control: 1-Way Stop(EB)

Project ID: 23-380001-010
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Mower Mill Rd				Mower Mill Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	2	77	0	0	0	158	0	0	1	0	0	0	0	0	0	0	238
11:15 AM	0	64	0	0	0	170	0	0	0	0	1	0	0	0	0	0	235
11:30 AM	0	73	0	0	0	189	0	0	0	0	0	0	0	0	0	0	262
11:45 AM	1	77	0	0	0	214	0	0	0	0	0	0	0	0	0	0	292
12:00 PM	0	82	0	0	0	153	0	0	1	0	1	0	0	0	0	0	237
12:15 PM	2	82	0	0	0	174	1	0	0	0	2	0	0	0	0	0	261
12:30 PM	2	89	0	0	0	149	2	0	0	0	1	0	0	0	0	0	243
12:45 PM	0	85	0	0	0	177	0	0	0	0	1	0	0	0	0	0	263
1:00 PM	0	74	0	0	0	154	0	0	0	0	0	0	0	0	0	0	228
1:15 PM	1	71	0	0	0	158	0	0	0	0	1	0	0	0	0	0	231
1:30 PM	1	58	0	0	0	170	0	0	0	0	1	0	0	0	0	0	230
1:45 PM	0	74	0	0	0	172	0	0	0	0	0	0	0	0	0	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	906	0	0	0	2038	3	0	2	0	8	0	0	0	0	0	2966
APPROACH %'s :	0.98%	99.02%	0.00%	0.00%	0.00%	99.85%	0.15%	0.00%	20.00%	0.00%	80.00%	0.00%					
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	5	330	0	0	0	690	3	0	1	0	4	0	0	0	0	0	1033
PEAK HR FACTOR :	0.625	1.006	0.000	0.000	0.000	0.806	0.750	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.884
		0.997				0.810				0.625							
HV%	20%	2%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	82	0	0	0	150	0	0	1	0	0	0	0	0	0	0	234
2:15 PM	0	78	0	0	0	154	0	0	1	0	0	0	0	0	0	0	233
2:30 PM	0	76	0	0	0	170	0	0	0	0	0	0	0	0	0	0	246
2:45 PM	1	65	0	0	0	124	0	0	0	0	3	0	0	0	0	0	193
3:00 PM	0	68	0	0	0	164	1	0	0	0	0	0	0	0	0	0	233
3:15 PM	1	71	0	0	0	188	0	0	1	0	0	0	0	0	0	0	261
3:30 PM	1	72	0	0	0	169	0	0	0	0	0	0	0	0	0	0	242
3:45 PM	1	58	0	0	0	161	0	0	0	0	0	0	0	0	0	0	220
4:00 PM	1	65	0	0	0	186	1	0	0	0	1	0	0	0	0	0	254
4:15 PM	2	74	0	0	0	161	1	0	0	0	1	0	0	0	0	0	239
4:30 PM	1	64	0	0	0	191	0	0	0	0	0	0	0	0	0	0	256
4:45 PM	0	78	0	0	0	181	0	0	0	0	0	0	0	0	0	0	259
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	851	0	0	0	1999	3	0	3	0	5	0	0	0	0	0	2870
APPROACH %'s :	1.05%	98.95%	0.00%	0.00%	0.00%	99.85%	0.15%	0.00%	37.50%	0.00%	62.50%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	4	281	0	0	0	719	2	0	0	0	2	0	0	0	0	0	1008
PEAK HR FACTOR :	0.500	0.901	0.000	0.000	0.000	0.941	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.973
		0.913				0.944				0.500							

	NOON	PM
11:00 AM	1027	
11:15 AM	1026	
11:30 AM	1052	
11:45 AM	1033	
12:00 PM	1004	
12:15 PM	995	
12:30 PM	965	
12:45 PM	952	
1:00 PM	935	
1:15 PM		941
1:30 PM		943
1:45 PM		959
2:00 PM		906
2:15 PM		905
2:30 PM		933
2:45 PM		929
3:00 PM		956
3:15 PM		977
3:30 PM		955
3:45 PM		969
4:00 PM		1008
4:15 PM		
4:30 PM		
4:45 PM		

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Hommelville Rd/Peoples Rd
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 23-380001-006
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Hommelville Rd/Peoples Rd				Hommelville Rd/Peoples Rd					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	4	70	4	0	8	151	0	0	0	0	3	0	1	0	0	0	241	
11:15 AM	0	60	3	0	6	164	1	0	0	0	5	0	1	0	5	0	245	
11:30 AM	2	75	2	0	15	187	0	0	0	1	4	0	1	1	4	0	292	
11:45 AM	2	73	1	0	13	211	0	0	0	0	1	0	2	1	5	0	309	1087
12:00 PM	2	81	3	0	7	151	0	0	0	1	4	0	2	1	5	0	257	1103
12:15 PM	2	78	2	0	6	178	0	0	0	1	0	0	2	1	8	0	278	1136
12:30 PM	3	80	1	0	6	143	1	0	0	1	3	0	2	0	5	0	245	1089
12:45 PM	4	80	4	0	7	174	1	0	0	0	2	0	2	0	12	0	286	1066
1:00 PM	4	74	0	0	4	143	0	0	1	2	6	0	3	1	3	0	241	1050
1:15 PM	3	67	1	0	3	149	0	0	0	1	6	0	1	0	8	0	239	1011
1:30 PM	1	55	2	0	6	166	0	0	1	4	3	0	2	1	6	0	247	1013
1:45 PM	2	63	1	0	4	164	0	0	0	5	5	0	3	0	9	0	256	983
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	29	856	24	0	85	1981	3	0	2	16	42	0	22	6	70	0	3136	
APPROACH %'s :	3.19%	94.17%	2.64%	0.00%	4.11%	95.75%	0.14%	0.00%	3.33%	26.67%	70.00%	0.00%	22.45%	6.12%	71.43%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	9	312	7	0	32	683	1	0	0	3	8	0	8	3	23	0	1089	
PEAK HR FACTOR :	1.125	0.963	0.583	0.000	0.533	0.809	0.000	0.000	0.000	0.750	0.500	0.000	1.000	0.750	0.719	0.000	0.881	
		0.953				0.799				0.550				0.773				
HV%	0%	2%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	3	73	3	0	8	133	2	0	0	2	4	0	2	2	7	0	239	981
2:15 PM	7	76	3	0	9	159	0	0	0	5	2	0	2	2	5	0	270	1012
2:30 PM	5	69	3	0	5	165	1	0	1	2	3	0	7	2	4	0	267	1032
2:45 PM	6	54	5	0	4	125	0	0	1	3	0	0	0	3	5	0	206	982
3:00 PM	1	66	2	0	6	157	0	0	2	2	4	0	1	2	5	0	248	991
3:15 PM	1	71	2	0	9	184	0	0	0	0	1	0	2	0	4	0	274	995
3:30 PM	5	69	2	0	2	172	1	0	1	2	2	0	0	0	3	0	259	987
3:45 PM	4	54	0	0	8	152	1	0	1	2	4	0	0	0	8	0	234	1015
4:00 PM	3	61	1	0	7	184	0	0	0	0	2	0	2	1	3	0	264	1031
4:15 PM	0	72	2	0	8	171	0	0	0	0	0	0	3	1	5	0	262	1019
4:30 PM	3	61	2	0	9	183	0	0	0	0	4	0	1	0	7	0	270	1030
4:45 PM	1	73	7	0	9	174	0	0	0	0	4	0	3	4	2	0	277	1073
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	39	799	32	0	84	1959	5	0	6	18	30	0	23	17	58	0	3070	
APPROACH %'s :	4.48%	91.84%	3.68%	0.00%	4.10%	95.65%	0.24%	0.00%	11.11%	33.33%	55.56%	0.00%	23.47%	17.35%	59.18%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	7	267	12	0	33	712	0	0	0	0	10	0	9	6	17	0	1073	
PEAK HR FACTOR :	0.583	0.914	0.429	0.000	0.917	0.967	0.000	0.000	0.000	0.000	0.625	0.000	0.750	0.375	0.607	0.000	0.968	
		0.883				0.970				0.625				0.889				

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Kings Hwy
City: Saugerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-017
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Kings Hwy				Old Kings Hwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
11:00 AM	0	60	9	0	0	137	0	0	0	0	0	0	16	0	0	0	222	
11:15 AM	0	55	11	0	0	170	0	0	0	0	0	0	10	0	0	0	246	
11:30 AM	0	68	10	0	0	181	0	0	0	0	0	0	18	0	0	0	277	
11:45 AM	0	66	13	0	0	204	0	0	0	0	0	0	15	0	0	0	298	1043
12:00 PM	0	71	14	0	0	148	0	0	0	0	0	0	15	0	0	0	248	1069
12:15 PM	0	68	13	0	0	167	0	0	0	0	0	0	14	0	0	0	262	1085
12:30 PM	0	71	13	0	0	140	0	0	0	0	0	0	18	0	0	0	242	1050
12:45 PM	0	72	16	0	0	163	0	0	0	0	0	0	9	0	0	0	260	1012
1:00 PM	0	62	21	0	0	142	0	0	0	0	0	0	14	0	0	0	239	1003
1:15 PM	0	64	12	0	0	128	0	0	0	0	0	0	14	0	0	0	218	959
1:30 PM	0	53	10	0	0	171	0	0	0	0	0	0	10	0	0	0	244	961
1:45 PM	0	60	10	0	0	150	0	0	0	0	0	0	19	0	0	0	239	940
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	770	152	0	0	1901	0	0	0	0	0	0	172	0	0	0	2995	
APPROACH %'s :	0.00%	83.51%	16.49%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%		
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL	
PEAK HR VOL :	0	276	53	0	0	659	0	0	0	0	0	0	62	0	0	0	1050	
PEAK HR FACTOR :	0.000	0.972	0.946	0.000	0.000	0.808	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.000	0.000	0.000	0.881	
		0.968				0.808								0.861				
HV%	#DIV/0!	1%	6%	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	#DIV/0!	#DIV/0!	#DIV/0!		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	72	15	0	0	123	0	0	0	0	0	0	13	0	0	0	223	924
2:15 PM	0	62	19	0	1	155	0	0	0	0	0	0	11	0	0	0	248	954
2:30 PM	0	59	12	0	0	159	0	0	0	0	0	0	17	0	0	0	247	957
2:45 PM	0	53	8	0	0	121	0	0	0	0	0	0	4	0	0	0	186	904
3:00 PM	0	54	17	0	0	153	0	0	0	0	0	0	20	0	0	0	244	925
3:15 PM	0	58	18	0	0	172	0	0	0	0	0	0	12	0	0	0	260	937
3:30 PM	0	66	10	0	0	170	0	0	0	0	0	0	13	0	0	0	259	949
3:45 PM	0	48	15	0	1	149	0	0	0	0	0	0	8	0	0	0	221	984
4:00 PM	0	51	14	0	0	172	0	0	0	0	0	0	10	0	0	0	247	987
4:15 PM	0	57	12	0	1	185	0	0	0	0	0	0	7	0	0	0	262	989
4:30 PM	0	58	18	0	0	170	0	0	0	0	0	0	14	0	0	0	260	990
4:45 PM	0	57	14	0	0	169	0	0	0	0	0	0	12	0	0	0	252	1021
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	695	172	0	3	1898	0	0	0	0	0	0	141	0	0	0	2909	
APPROACH %'s :	0.00%	80.16%	19.84%	0.00%	0.16%	99.84%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	0	223	58	0	1	696	0	0	0	0	0	0	43	0	0	0	1021	
PEAK HR FACTOR :	0.000	0.961	0.806	0.000	0.250	0.941	0.000	0.000	0.000	0.000	0.000	0.000	0.768	0.000	0.000	0.000	0.974	
		0.924				0.937								0.768				

National Data & Surveying Services Intersection Turning Movement Count

Location: Rte 32 & Old Rte 32/Malden Turnpike
City: Saugerties
Control: 2-Way Stop(EB/WB)

Project ID: 23-380001-023
Date: 1/29/2023

Data - Total

NS/EW Streets:	Rte 32				Rte 32				Old Rte 32/Malden Turnpike				Old Rte 32/Malden Turnpike				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	57	0	0	7	136	0	0	0	1	1	0	0	0	7	0	210
11:15 AM	0	56	0	0	14	163	0	0	0	0	2	0	0	0	8	0	243
11:30 AM	0	68	0	0	6	185	0	0	0	0	0	0	0	0	8	0	267
11:45 AM	0	65	0	0	13	195	0	0	0	0	0	0	0	0	9	0	282
12:00 PM	1	70	1	0	7	147	0	0	0	0	0	0	0	1	2	0	229
12:15 PM	0	68	0	0	13	174	0	0	0	0	0	0	0	0	11	0	266
12:30 PM	1	70	1	0	9	143	0	0	0	0	0	0	0	0	9	0	233
12:45 PM	1	66	0	0	5	159	1	0	0	0	1	0	0	0	6	0	239
1:00 PM	0	65	0	0	7	141	0	0	0	0	0	0	0	1	8	0	222
1:15 PM	0	64	0	0	5	121	0	0	0	0	2	0	0	0	6	0	198
1:30 PM	1	52	0	0	5	175	0	0	0	1	0	0	0	1	14	0	249
1:45 PM	0	58	0	0	8	147	1	0	1	1	1	0	0	0	7	0	224
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	759	2	0	99	1886	2	0	1	3	7	0	0	3	95	0	2862
APPROACH %'s :	0.65%	99.09%	0.26%	0.00%	4.98%	94.92%	0.10%	0.00%	9.09%	27.27%	63.64%	0.00%	0.00%	3.06%	96.94%	0.00%	
FORCED PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	2	273	2	0	42	659	0	0	0	0	0	0	0	1	31	0	1010
PEAK HR FACTOR :	0.500	0.975	0.500	0.000	0.808	0.845	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.705	0.000	0.895
		0.962				0.843								0.727			
HV%	0%	1%	0%	#DIV/0!	2%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	70	0	0	8	131	0	0	0	0	0	0	0	0	6	0	216
2:15 PM	0	61	1	0	9	151	1	0	1	0	0	0	1	0	7	0	232
2:30 PM	0	57	1	0	4	156	1	0	1	0	1	0	0	0	10	0	231
2:45 PM	0	54	0	0	11	124	0	0	0	0	0	0	0	0	13	0	202
3:00 PM	0	52	0	0	5	156	1	0	0	0	0	0	0	0	14	0	228
3:15 PM	0	59	0	0	6	174	1	0	1	0	0	0	0	0	4	0	245
3:30 PM	0	65	0	0	9	161	0	0	0	0	0	0	1	0	13	0	249
3:45 PM	0	44	0	0	9	151	0	0	0	0	0	0	0	0	8	0	212
4:00 PM	1	53	0	0	5	172	1	0	0	0	0	0	0	0	12	0	244
4:15 PM	0	56	1	0	12	183	0	0	0	0	1	0	0	1	8	0	262
4:30 PM	0	56	0	0	6	169	0	0	0	0	0	0	0	0	5	0	236
4:45 PM	0	58	0	0	6	167	0	0	0	0	0	0	0	0	17	0	248
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	685	3	0	90	1895	5	0	3	0	2	0	2	1	117	0	2805
APPROACH %'s :	0.29%	99.28%	0.43%	0.00%	4.52%	95.23%	0.25%	0.00%	60.00%	0.00%	40.00%	0.00%	1.67%	0.83%	97.50%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	223	1	0	29	691	1	0	0	0	1	0	0	1	42	0	990
PEAK HR FACTOR :	0.250	0.961	0.250	0.000	0.604	0.944	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.618	0.000	0.945
		0.970				0.924				0.250				0.632			

11:00 AM	1002
11:15 AM	1021
11:30 AM	1044
11:45 AM	1010
12:00 PM	967
12:15 PM	960
12:30 PM	892
12:45 PM	908
1:00 PM	893
1:15 PM	
1:30 PM	
1:45 PM	

2:00 PM	887
2:15 PM	921
2:30 PM	903
2:45 PM	881
3:00 PM	893
3:15 PM	906
3:30 PM	924
3:45 PM	934
4:00 PM	950
4:15 PM	967
4:30 PM	954
4:45 PM	990

National Data & Surveying Services Intersection Turning Movement Count

Location: Harry Wells Rd & Buffalo Rd
City: Sauqerties
Control: 1-Way Stop(WB)

Project ID: 23-380001-018
Date: 1/29/2023

Data - Total

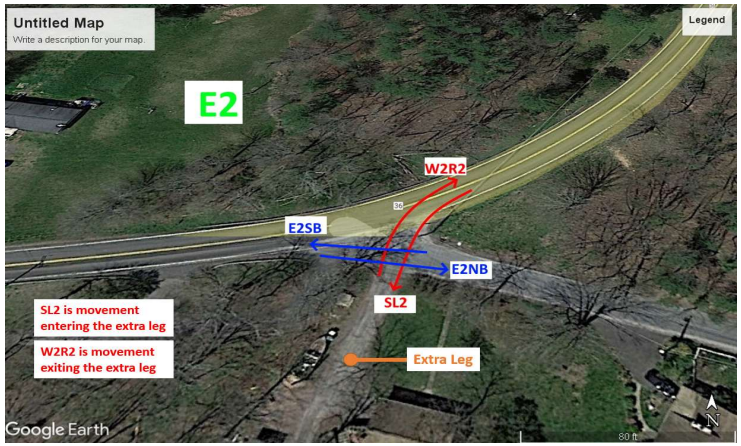
NS/EW Streets:	Harry Wells Rd				Harry Wells Rd					Buffalo Rd				Buffalo Rd					
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
11:00 AM	0	7	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	14
11:15 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	9
11:30 AM	0	5	2	0	1	5	0	0	0	0	0	0	0	3	0	2	0	0	18
11:45 AM	0	6	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	14
12:00 PM	0	10	1	0	1	6	0	0	0	0	0	0	0	1	0	0	0	0	19
12:15 PM	0	7	2	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	17
12:30 PM	0	10	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17
12:45 PM	0	4	2	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	17
1:00 PM	0	9	1	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	23
1:15 PM	0	8	1	0	0	6	0	0	0	0	0	0	0	3	0	1	0	0	19
1:30 PM	0	3	4	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	11
1:45 PM	0	7	2	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
TOTAL VOLUMES :	0	81	23	0	2	65	0	0	0	0	0	0	0	19	0	4	0	1	195
APPROACH %'s :	0.00%	77.88%	22.12%	0.00%	2.99%	97.01%	0.00%	0.00%	0.00%					82.61%	0.00%	17.39%	0.00%	100.00%	
PEAK HR :	12:30 PM - 01:30 PM																		TOTAL
PEAK HR VOL :	0	31	9	0	0	27	0	0	0	0	0	0	0	7	0	1	0	1	76
PEAK HR FACTOR :	0.000	0.775	0.450	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.250	0.000	0.250	0.826
		0.667					0.563									0.500			

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
2:00 PM	0	6	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	20
2:15 PM	0	9	1	0	0	8	0	0	0	0	0	0	0	2	0	1	0	0	21
2:30 PM	0	9	2	0	3	3	0	0	0	0	0	0	0	1	0	1	0	0	19
2:45 PM	0	4	3	0	0	10	0	0	0	0	0	0	0	2	0	0	0	0	19
3:00 PM	0	3	1	0	1	5	0	0	0	0	0	0	0	1	0	0	0	0	11
3:15 PM	0	3	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
3:30 PM	0	3	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
3:45 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	11
4:00 PM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	13
4:15 PM	0	5	2	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	17
4:30 PM	0	7	2	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	14
4:45 PM	0	1	1	0	0	15	0	0	1	0	0	0	0	1	0	1	0	0	20
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2R2	TOTAL
TOTAL VOLUMES :	0	59	22	0	4	87	0	0	1	0	0	0	0	13	0	5	0	0	191
APPROACH %'s :	0.00%	72.84%	27.16%	0.00%	4.35%	94.57%	0.00%	0.00%	1.09%					72.22%	0.00%	27.78%	0.00%		
PEAK HR :	02:00 PM - 03:00 PM																		TOTAL
PEAK HR VOL :	0	28	8	0	3	33	0	0	0	0	0	0	0	5	0	2	0	0	79
PEAK HR FACTOR :	0.000	0.778	0.667	0.000	0.250	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.500	0.000	0.000	0.940
		0.818					0.750									0.583			
HV%	#DIV/0!	0%	0%	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	

Explanation for extra leg movements

Movements entering the extra leg
SL2 Movements coming from SB on Harry Wells entering into the Extra Leg (46 Dwy)

Movements exiting the extra leg
W2R2 Movements exiting from Extra Leg (46 Dwy) entering into Harry Wells Rd heading NB



ATTACHMENT C: ATR DATA

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

Start Time	Mon 28-Nov-22	Tue 29-Nov-22	Wed 30-Nov-22	Thu 01-Dec-22	Fri 02-Dec-22		Average Day		Sat 03-Dec-22	Sun 04-Dec-22		Week Average
12:00 AM	*	*	*	16	27		22		34	39		29
01:00	*	*	*	14	10		12		21	18		16
02:00	*	*	8	11	14		11		9	17		12
03:00	*	*	17	14	20		17		21	19		18
04:00	*	*	31	36	30		32		18	19		27
05:00	*	*	140	153	130		141		53	30		101
06:00	*	*	305	300	285		297		110	88		218
07:00	*	*	**547**	544	526		539		225	145		397
08:00	*	*	545	**551**	**537**		**544**		306	243		436
09:00	*	*	476	476	482		478		452	357		449
10:00	*	*	429	436	467		444		485	497		463
11:00	*	*	437	463	487		462		**547**	**575**		**502**
12:00 PM	*	*	458	527	523		503		547	**573**		526
01:00	*	*	480	486	529		498		**553**	538		517
02:00	*	*	418	506	527		484		442	465		472
03:00	*	*	496	553	603		551		435	426		503
04:00	*	*	**562**	**622**	**655**		**613**		417	486		**548**
05:00	*	*	443	622	603		556		394	380		488
06:00	*	*	318	368	454		380		314	290		349
07:00	*	*	199	239	304		247		214	209		233
08:00	*	*	149	200	212		187		153	138		170
09:00	*	*	79	140	152		124		135	98		121
10:00	*	*	85	76	105		89		123	85		95
11:00	*	*	56	49	76		60		71	40		58
Day Total	0	0	6678	7402	7758		7291		6079	5775		6748
% Avg. WkDay	0.0%	0.0%	91.6%	101.5%	106.4%							
% Avg. Week	0.0%	0.0%	99.0%	109.7%	115.0%		108.0%		90.1%	85.6%		
AM Peak	-	-	07:00	08:00	08:00	-	08:00	-	11:00	11:00	-	11:00	-	-
Vol.	-	-	547	551	537	-	544	-	547	575	-	502	-	-
PM Peak	-	-	16:00	16:00	16:00	-	16:00	-	13:00	12:00	-	16:00	-	-
Vol.	-	-	562	622	655	-	613	-	553	573	-	548	-	-

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

Start Time	Mon 05-Dec-22	Tue 06-Dec-22	Wed 07-Dec-22	Thu 08-Dec-22	Fri 09-Dec-22	Average Day	Sat 10-Dec-22	Sun 11-Dec-22	Week Average
12:00 AM	24	25	30	30	*	27	*	*	27
01:00	8	20	16	14	*	14	*	*	14
02:00	14	10	10	10	*	11	*	*	11
03:00	22	22	17	24	*	21	*	*	21
04:00	26	30	24	**39**	*	30	*	*	30
05:00	138	134	140	*	*	137	*	*	137
06:00	284	292	283	*	*	286	*	*	286
07:00	528	**529**	517	*	*	525	*	*	525
08:00	**547**	526	**532**	*	*	**535**	*	*	**535**
09:00	426	433	493	*	*	451	*	*	451
10:00	438	441	419	*	*	433	*	*	433
11:00	433	440	443	*	*	439	*	*	439
12:00 PM	495	532	481	*	*	503	*	*	503
01:00	468	467	517	*	*	484	*	*	484
02:00	500	461	529	*	*	497	*	*	497
03:00	524	534	497	*	*	518	*	*	518
04:00	**559**	**539**	**595**	*	*	**564**	*	*	**564**
05:00	527	507	517	*	*	517	*	*	517
06:00	295	341	363	*	*	333	*	*	333
07:00	213	196	227	*	*	212	*	*	212
08:00	154	157	140	*	*	150	*	*	150
09:00	98	110	118	*	*	109	*	*	109
10:00	50	71	67	*	*	63	*	*	63
11:00	41	45	53	*	*	46	*	*	46
Day Total	6812	6862	7028	117	0	6905	0	0	6905
% Avg. WkDay	98.7%	99.4%	101.8%	1.7%	0.0%				
% Avg. Week	98.7%	99.4%	101.8%	1.7%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	04:00	-	08:00	-	-	08:00
Vol.	547	529	532	39	-	535	-	-	535
PM Peak	16:00	16:00	16:00	-	-	16:00	-	-	16:00
Vol.	559	539	595	-	-	564	-	-	564

Grand Total	6812	6862	13706	7519	7758	14196	6079	5775	13653

ADT ADT 6,805 AADT 6,805

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

Start Time	Mon 28-Nov-22	Tue 29-Nov-22	Wed 30-Nov-22	Thu 01-Dec-22	Fri 02-Dec-22	Average Day	Sat 03-Dec-22	Sun 04-Dec-22	Week Average
12:00 AM	*	*	*	25	30	28	22	37	28
01:00	*	*	*	14	11	12	19	15	15
02:00	*	*	16	15	12	14	10	9	12
03:00	*	*	18	16	24	19	15	12	17
04:00	*	*	22	20	37	26	15	19	23
05:00	*	*	98	103	94	98	43	39	75
06:00	*	*	243	248	217	236	93	76	175
07:00	*	*	394	**454**	394	414	158	111	302
08:00	*	*	398	421	426	415	241	228	343
09:00	*	*	370	410	394	391	344	279	359
10:00	*	*	408	408	448	421	410	376	410
11:00	*	*	**412**	437	**452**	**434**	**481**	**387**	**434**
12:00 PM	*	*	512	552	570	545	503	507	529
01:00	*	*	495	480	571	515	524	514	517
02:00	*	*	559	604	661	608	491	504	564
03:00	*	*	581	646	717	648	**527**	490	592
04:00	*	*	**673**	712	**777**	**721**	520	468	**630**
05:00	*	*	599	**713**	659	657	459	**519**	590
06:00	*	*	441	447	470	453	337	338	407
07:00	*	*	246	347	380	324	294	295	312
08:00	*	*	200	255	283	246	256	148	228
09:00	*	*	140	181	248	190	205	119	179
10:00	*	*	85	98	157	113	128	65	107
11:00	*	*	41	56	84	60	76	48	61
Day Total	0	0	6951	7662	8116	7588	6171	5603	6909
% Avg. WkDay	0.0%	0.0%	91.6%	101.0%	107.0%				
% Avg. Week	0.0%	0.0%	100.6%	110.9%	117.5%	109.8%	89.3%	81.1%	
AM Peak	-	-	11:00	07:00	11:00	- 11:00	- 11:00	11:00	- 11:00	-	-
Vol.	-	-	412	454	452	- 434	- 481	387	- 434	-	-
PM Peak	-	-	16:00	17:00	16:00	- 16:00	- 15:00	17:00	- 16:00	-	-
Vol.	-	-	673	713	777	- 721	- 527	519	- 630	-	-

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

Start Time	Mon 05-Dec-22	Tue 06-Dec-22	Wed 07-Dec-22	Thu 08-Dec-22	Fri 09-Dec-22	Average Day	Sat 10-Dec-22	Sun 11-Dec-22	Week Average
12:00 AM	13	22	29	27	*	23	*	*	23
01:00	11	12	11	19	*	13	*	*	13
02:00	17	16	14	7	*	14	*	*	14
03:00	16	23	13	25	*	19	*	*	19
04:00	39	26	26	**29**	*	30	*	*	30
05:00	91	90	101	*	*	94	*	*	94
06:00	235	243	238	*	*	239	*	*	239
07:00	**428**	371	385	*	*	395	*	*	395
08:00	419	397	387	*	*	401	*	*	401
09:00	404	360	391	*	*	385	*	*	385
10:00	387	397	359	*	*	381	*	*	381
11:00	391	**418**	**439**	*	*	**416**	*	*	**416**
12:00 PM	572	528	509	*	*	536	*	*	536
01:00	476	514	508	*	*	499	*	*	499
02:00	586	532	581	*	*	566	*	*	566
03:00	602	583	**665**	*	*	617	*	*	617
04:00	**712**	**675**	664	*	*	**684**	*	*	**684**
05:00	597	598	638	*	*	611	*	*	611
06:00	413	338	430	*	*	394	*	*	394
07:00	282	276	282	*	*	280	*	*	280
08:00	221	242	242	*	*	235	*	*	235
09:00	129	156	154	*	*	146	*	*	146
10:00	78	89	106	*	*	91	*	*	91
11:00	47	50	68	*	*	55	*	*	55
Day Total	7166	6956	7240	107	0	7124	0	0	7124
% Avg. WkDay	100.6%	97.6%	101.6%	1.5%	0.0%				
% Avg. Week	100.6%	97.6%	101.6%	1.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	04:00	-	11:00	-	-	11:00
Vol.	428	418	439	29	-	416	-	-	416
PM Peak	16:00	16:00	15:00	-	-	16:00	-	-	16:00
Vol.	712	675	665	-	-	684	-	-	684

Grand Total	7166	6956	14191	7769	8116	14712	6171	5603	14033

ADT	ADT 6,987	AADT 6,987

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	5	2	0	0	1	0	0	0	0	0	0	0	8
03:00	0	11	4	0	1	1	0	0	0	0	0	0	0	17
04:00	2	18	6	1	1	3	0	0	0	0	0	0	0	31
05:00	2	80	41	1	11	4	0	0	0	1	0	0	0	140
06:00	2	192	75	3	21	7	0	3	2	0	0	0	0	305
07:00	1	386	**111**	**8**	26	6	0	2	4	**3**	0	0	0	**547**
08:00	3	**396**	97	5	24	**10**	**1**	2	**6**	1	0	0	0	545
09:00	**6**	311	108	6	32	7	1	1	3	1	0	0	0	476
10:00	0	296	89	4	**34**	3	0	0	3	0	0	0	0	429
11:00	2	304	90	3	25	5	0	**4**	3	1	0	0	0	437
12 PM	2	333	81	3	30	3	0	3	3	0	0	0	0	458
13:00	**3**	339	86	**7**	**35**	3	0	2	**5**	0	0	0	0	480
14:00	1	307	85	2	16	1	0	**4**	2	0	0	0	0	418
15:00	1	381	85	6	16	3	0	3	0	**1**	0	0	0	496
16:00	0	**440**	**93**	2	20	**4**	0	0	2	1	0	0	0	**562**
17:00	0	351	78	0	13	1	0	0	0	0	0	0	0	443
18:00	0	254	54	4	4	1	0	1	0	0	0	0	0	318
19:00	0	157	32	1	9	0	0	0	0	0	0	0	0	199
20:00	0	127	17	0	5	0	0	0	0	0	0	0	0	149
21:00	0	72	7	0	0	0	0	0	0	0	0	0	0	79
22:00	0	70	11	0	3	0	0	0	1	0	0	0	0	85
23:00	0	50	6	0	0	0	0	0	0	0	0	0	0	56
Total	25	4880	1258	56	326	63	2	25	34	9	0	0	0	6678
Percent	0.4%	73.1%	18.8%	0.8%	4.9%	0.9%	0.0%	0.4%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	07:00	10:00	08:00	08:00	11:00	08:00	07:00				07:00
Vol.	6	396	111	8	34	10	1	4	6	3				547
PM Peak	13:00	16:00	16:00	13:00	13:00	16:00		14:00	13:00	15:00				16:00
Vol.	3	440	93	7	35	4		4	5	1				562

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GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	11	3	0	2	0	0	0	0	0	0	0	0	16
01:00	0	10	3	1	0	0	0	0	0	0	0	0	0	14
02:00	0	6	1	3	1	0	0	0	0	0	0	0	0	11
03:00	0	9	3	1	0	0	0	1	0	0	0	0	0	14
04:00	0	20	11	0	2	1	0	0	1	1	0	0	0	36
05:00	0	98	40	1	8	4	0	1	1	0	0	0	0	153
06:00	2	194	67	4	23	6	0	1	2	1	0	0	0	300
07:00	2	369	**117**	**9**	**34**	**10**	0	2	1	0	0	0	0	544
08:00	1	**389**	108	6	33	5	**1**	1	**3**	**4**	0	0	0	**551**
09:00	**5**	324	102	6	23	10	0	3	3	0	0	0	0	476
10:00	1	288	103	7	27	6	0	1	3	0	0	0	0	436
11:00	5	307	104	6	29	5	0	**5**	1	1	0	0	0	463
12 PM	**2**	358	**123**	**5**	25	5	0	**4**	**5**	0	0	0	0	527
13:00	2	339	102	1	**29**	5	**2**	3	3	0	0	0	0	486
14:00	1	373	96	2	20	7	0	3	4	0	0	0	0	506
15:00	2	413	104	3	22	1	0	4	2	**2**	0	0	0	553
16:00	2	**494**	94	2	17	**8**	1	3	1	0	0	0	0	**622**
17:00	0	494	95	1	21	6	1	2	2	0	0	0	0	622
18:00	0	284	62	1	19	0	0	0	2	0	0	0	0	368
19:00	0	190	39	1	8	0	0	0	1	0	0	0	0	239
20:00	0	171	24	1	2	1	0	0	0	1	0	0	0	200
21:00	0	114	24	0	1	1	0	0	0	0	0	0	0	140
22:00	1	63	8	0	3	1	0	0	0	0	0	0	0	76
23:00	0	39	9	0	1	0	0	0	0	0	0	0	0	49
Total	26	5357	1442	61	350	82	5	34	35	10	0	0	0	7402
Percent	0.4%	72.4%	19.5%	0.8%	4.7%	1.1%	0.1%	0.5%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	07:00	07:00	07:00	08:00	11:00	08:00	08:00				08:00
Vol.	5	389	117	9	34	10	1	5	3	4				551
PM Peak	12:00	16:00	12:00	12:00	13:00	16:00	13:00	12:00	12:00	15:00				16:00
Vol.	2	494	123	5	29	8	2	4	5	2				622

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Coatesville PA 19320

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Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	22	4	0	0	0	0	0	1	0	0	0	0	27
01:00	0	8	0	1	0	0	0	0	0	**1**	0	0	0	10
02:00	1	8	2	1	1	1	0	0	0	0	0	0	0	14
03:00	0	12	5	1	0	2	0	0	0	0	0	0	0	20
04:00	0	16	10	1	1	1	0	0	1	0	0	0	0	30
05:00	0	78	40	0	9	1	0	1	1	0	0	0	0	130
06:00	1	187	61	3	27	2	1	1	1	1	0	0	0	285
07:00	0	357	**133**	6	22	4	**2**	0	1	1	0	0	0	526
08:00	1	**378**	114	**8**	22	7	1	2	**3**	1	0	0	0	**537**
09:00	1	346	95	6	22	6	0	2	3	1	0	0	0	482
10:00	**2**	337	81	8	31	2	2	1	3	0	0	0	0	467
11:00	2	362	70	2	**33**	**10**	2	**5**	1	0	0	0	0	487
12 PM	0	395	98	5	16	1	1	**4**	3	0	0	0	0	523
13:00	1	400	88	2	27	5	1	4	1	0	0	0	0	529
14:00	2	381	94	5	29	**7**	1	2	3	**3**	0	0	0	527
15:00	2	454	**109**	**7**	23	2	**2**	0	**4**	0	0	0	0	603
16:00	**3**	**503**	104	1	**35**	3	0	3	3	0	0	0	0	**655**
17:00	0	475	106	1	19	2	0	0	0	0	0	0	0	603
18:00	0	369	65	3	14	2	0	1	0	0	0	0	0	454
19:00	1	237	54	0	11	1	0	0	0	0	0	0	0	304
20:00	0	170	37	0	4	0	0	1	0	0	0	0	0	212
21:00	0	128	19	0	2	0	0	1	1	1	0	0	0	152
22:00	0	88	14	0	3	0	0	0	0	0	0	0	0	105
23:00	0	58	18	0	0	0	0	0	0	0	0	0	0	76
Total	17	5769	1421	61	351	59	13	28	30	9	0	0	0	7758
Percent	0.2%	74.4%	18.3%	0.8%	4.5%	0.8%	0.2%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	08:00	11:00	11:00	07:00	11:00	08:00	01:00				08:00
Vol.	2	378	133	8	33	10	2	5	3	1				537
PM Peak	16:00	16:00	15:00	15:00	16:00	14:00	15:00	12:00	15:00	14:00				16:00
Vol.	3	503	109	7	35	7	2	4	4	3				655

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	27	6	1	0	0	0	0	0	0	0	0	0	34
01:00	0	15	2	1	1	1	0	0	**1**	0	0	0	0	21
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	16	3	1	1	0	0	0	0	0	0	0	0	21
04:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
05:00	0	34	14	0	4	0	0	0	1	0	0	0	0	53
06:00	0	85	19	1	4	0	0	1	0	0	0	0	0	110
07:00	0	157	53	2	11	1	0	0	0	**1**	0	0	0	225
08:00	**1**	225	64	1	12	**2**	0	0	1	0	0	0	0	306
09:00	0	333	97	**3**	16	1	0	**2**	0	0	0	0	0	452
10:00	0	381	80	1	**19**	1	0	2	1	0	0	0	0	485
11:00	0	**417**	**110**	3	12	2	0	1	1	1	0	0	0	**547**
12 PM	**1**	435	**93**	**2**	11	0	0	**3**	**1**	**1**	0	0	0	547
13:00	0	**448**	81	1	**17**	**3**	**1**	1	1	0	0	0	0	**553**
14:00	0	364	67	0	11	0	0	0	0	0	0	0	0	442
15:00	0	338	82	1	12	1	0	0	1	0	0	0	0	435
16:00	0	333	70	1	12	0	0	1	0	0	0	0	0	417
17:00	1	307	77	1	6	2	0	0	0	0	0	0	0	394
18:00	0	246	58	1	9	0	0	0	0	0	0	0	0	314
19:00	0	169	38	0	6	0	0	0	1	0	0	0	0	214
20:00	0	134	13	1	4	0	0	1	0	0	0	0	0	153
21:00	0	118	13	0	2	0	0	1	1	0	0	0	0	135
22:00	0	97	23	0	3	0	0	0	0	0	0	0	0	123
23:00	0	64	5	0	2	0	0	0	0	0	0	0	0	71
Total	3	4761	1077	22	175	14	1	13	10	3	0	0	0	6079
Percent	0.0%	78.3%	17.7%	0.4%	2.9%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	10:00	08:00		09:00	01:00	07:00				11:00
Vol.	1	417	110	3	19	2		2	1	1				547
PM Peak	12:00	13:00	12:00	12:00	13:00	13:00	13:00	12:00	12:00	12:00				13:00
Vol.	1	448	93	2	17	3	1	3	1	1				553

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	35	3	0	1	0	0	0	0	0	0	0	0	39
01:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
02:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
03:00	1	14	3	0	0	1	0	0	0	0	0	0	0	19
04:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
05:00	0	21	7	0	1	0	0	1	0	0	0	0	0	30
06:00	0	66	15	**1**	3	1	0	1	**1**	0	0	0	0	88
07:00	0	98	41	0	4	1	0	1	0	0	0	0	0	145
08:00	0	191	45	0	7	0	0	0	0	0	0	0	0	243
09:00	1	271	72	0	9	**3**	0	1	0	0	0	0	0	357
10:00	2	377	99	0	16	2	0	1	0	0	0	0	0	497
11:00	**3**	**438**	**109**	0	**20**	2	0	**2**	1	0	0	0	0	**575**
12 PM	0	**439**	**109**	**1**	**18**	**4**	0	**2**	0	0	0	0	0	**573**
13:00	0	424	98	0	15	1	0	0	0	0	0	0	0	538
14:00	0	375	76	0	12	1	0	1	0	0	0	0	0	465
15:00	0	341	75	0	8	1	0	1	0	0	0	0	0	426
16:00	**1**	386	81	0	13	3	0	1	0	**1**	0	0	0	486
17:00	1	300	73	1	5	0	0	0	0	0	0	0	0	380
18:00	0	234	48	0	8	0	0	0	0	0	0	0	0	290
19:00	0	162	44	0	3	0	0	0	0	0	0	0	0	209
20:00	0	120	14	0	3	0	0	0	**1**	0	0	0	0	138
21:00	0	80	15	0	2	1	0	0	0	0	0	0	0	98
22:00	0	73	11	0	1	0	0	0	0	0	0	0	0	85
23:00	0	31	8	0	0	1	0	0	0	0	0	0	0	40
Total	9	4521	1055	3	149	22	0	12	3	1	0	0	0	5775
Percent	0.2%	78.3%	18.3%	0.1%	2.6%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	06:00	11:00	09:00		11:00	06:00					11:00
Vol.	3	438	109	1	20	3		2	1					575
PM Peak	16:00	12:00	12:00	12:00	12:00	12:00		12:00	20:00	16:00				12:00
Vol.	1	439	109	1	18	4		2	1	1				573

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	21	2	0	1	0	0	0	0	0	0	0	0	24
01:00	0	5	1	0	1	0	0	0	0	1	0	0	0	8
02:00	0	12	1	1	0	0	0	0	0	0	0	0	0	14
03:00	0	15	3	0	2	0	0	1	1	0	0	0	0	22
04:00	0	13	9	0	2	2	0	0	0	0	0	0	0	26
05:00	0	81	39	2	14	0	0	0	2	0	0	0	0	138
06:00	**3**	174	68	4	25	4	1	1	3	1	0	0	0	284
07:00	2	349	**127**	**7**	**29**	2	3	2	**4**	**3**	0	0	0	528
08:00	0	**381**	124	4	26	6	0	3	3	0	0	0	0	**547**
09:00	0	302	82	6	26	5	0	3	1	1	0	0	0	426
10:00	0	300	97	7	24	2	**5**	1	1	1	0	0	0	438
11:00	3	294	92	5	23	**7**	2	**4**	2	1	0	0	0	433
12 PM	2	343	91	**8**	**31**	**10**	**2**	1	4	**3**	0	0	0	495
13:00	**4**	320	107	3	21	5	2	**3**	3	0	0	0	0	468
14:00	2	351	110	2	25	4	0	3	1	2	0	0	0	500
15:00	2	388	92	6	22	5	0	3	**5**	1	0	0	0	524
16:00	2	413	**115**	2	16	4	0	3	4	0	0	0	0	**559**
17:00	0	**418**	87	2	16	3	1	0	0	0	0	0	0	527
18:00	0	213	67	1	12	1	0	1	0	0	0	0	0	295
19:00	0	169	39	1	4	0	0	0	0	0	0	0	0	213
20:00	0	125	25	0	2	1	0	1	0	0	0	0	0	154
21:00	0	88	8	0	2	0	0	0	0	0	0	0	0	98
22:00	0	39	10	0	0	1	0	0	0	0	0	0	0	50
23:00	0	32	9	0	0	0	0	0	0	0	0	0	0	41
Total	20	4846	1405	61	324	62	16	30	34	14	0	0	0	6812
Percent	0.3%	71.1%	20.6%	0.9%	4.8%	0.9%	0.2%	0.4%	0.5%	0.2%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	07:00	07:00	07:00	11:00	10:00	11:00	07:00	07:00				08:00
Vol.	3	381	127	7	29	7	5	4	4	3				547
PM Peak	13:00	17:00	16:00	12:00	12:00	12:00	12:00	13:00	15:00	12:00				16:00
Vol.	4	418	115	8	31	10	2	3	5	3				559

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	1	18	4	0	0	2	0	0	0	0	0	0	0	25
01:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
02:00	0	6	2	2	0	0	0	0	0	0	0	0	0	10
03:00	0	13	4	1	2	1	0	0	1	0	0	0	0	22
04:00	1	12	11	2	1	1	0	0	2	0	0	0	0	30
05:00	0	75	39	3	12	3	0	1	0	1	0	0	0	134
06:00	1	184	68	2	30	4	0	**2**	1	0	0	0	0	292
07:00	0	**372**	**111**	7	25	7	0	1	4	2	0	0	0	**529**
08:00	2	360	107	**9**	**34**	6	0	1	4	**3**	0	0	0	526
09:00	**3**	296	94	9	20	4	0	2	3	2	0	0	0	433
10:00	2	291	93	2	34	6	0	2	**8**	3	0	0	0	441
11:00	1	284	106	4	30	**11**	**1**	2	1	0	0	0	0	440
12 PM	3	345	**129**	3	**35**	8	**1**	**3**	4	**1**	0	0	0	532
13:00	1	328	93	6	28	7	0	0	3	1	0	0	0	467
14:00	2	303	105	**7**	26	**9**	0	2	**6**	0	0	**1**	0	461
15:00	**4**	373	117	7	23	5	0	3	2	0	0	0	0	534
16:00	0	**407**	106	1	18	4	0	2	1	0	0	0	0	**539**
17:00	0	375	107	2	18	2	0	1	1	1	0	0	0	507
18:00	0	271	57	1	8	1	0	3	0	0	0	0	0	341
19:00	0	158	31	0	4	2	0	0	1	0	0	0	0	196
20:00	0	130	20	0	4	3	0	0	0	0	0	0	0	157
21:00	0	88	17	1	1	3	0	0	0	0	0	0	0	110
22:00	0	48	21	0	2	0	0	0	0	0	0	0	0	71
23:00	0	36	6	0	1	1	0	0	1	0	0	0	0	45
Total	21	4790	1450	69	357	90	2	25	43	14	0	1	0	6862
Percent	0.3%	69.8%	21.1%	1.0%	5.2%	1.3%	0.0%	0.4%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	08:00	11:00	11:00	06:00	10:00	08:00				07:00
Vol.	3	372	111	9	34	11	1	2	8	3				529
PM Peak	15:00	16:00	12:00	14:00	12:00	14:00	12:00	12:00	14:00	12:00		14:00		16:00
Vol.	4	407	129	7	35	9	1	3	6	1		1		539

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	20	6	1	1	0	0	0	2	0	0	0	0	30
01:00	0	9	3	0	2	1	0	0	0	**1**	0	0	0	16
02:00	0	7	1	1	1	0	0	0	0	0	0	0	0	10
03:00	0	6	5	2	3	0	0	0	0	1	0	0	0	17
04:00	0	13	9	2	0	0	0	0	0	0	0	0	0	24
05:00	0	75	48	2	10	3	0	1	1	0	0	0	0	140
06:00	0	176	72	3	24	6	0	1	1	0	0	0	0	283
07:00	1	347	**133**	7	19	5	0	1	3	1	0	0	0	517
08:00	1	**385**	110	7	22	3	0	1	3	0	0	0	0	**532**
09:00	**2**	330	106	**8**	32	**8**	0	2	4	1	0	0	0	493
10:00	0	292	88	6	21	5	0	1	**6**	0	0	0	0	419
11:00	1	292	96	4	**40**	2	0	**4**	3	1	0	0	0	443
12 PM	0	325	111	5	31	4	0	1	4	0	0	0	0	481
13:00	2	347	116	**8**	27	**7**	0	**3**	**6**	**1**	0	0	0	517
14:00	**6**	382	102	5	25	6	0	0	3	0	0	0	0	529
15:00	3	363	92	6	27	4	0	1	1	0	0	0	0	497
16:00	1	**434**	**121**	1	**32**	5	0	1	0	0	0	0	0	**595**
17:00	0	403	90	1	16	4	0	1	1	1	0	0	0	517
18:00	0	290	56	3	12	2	0	0	0	0	0	0	0	363
19:00	0	187	34	0	6	0	0	0	0	0	0	0	0	227
20:00	0	99	34	0	6	1	0	0	0	0	0	0	0	140
21:00	1	92	21	0	3	1	0	0	0	0	0	0	0	118
22:00	1	49	14	1	2	0	0	0	0	0	0	0	0	67
23:00	0	42	10	0	1	0	0	0	0	0	0	0	0	53
Total	19	4965	1478	73	363	67	0	18	38	7	0	0	0	7028
Percent	0.3%	70.6%	21.0%	1.0%	5.2%	1.0%	0.0%	0.3%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	09:00	11:00	09:00		11:00	10:00	01:00				08:00
Vol.	2	385	133	8	40	8		4	6	1				532
PM Peak	14:00	16:00	16:00	13:00	16:00	13:00		13:00	13:00	13:00				16:00
Vol.	6	434	121	8	32	7		3	6	1				595

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Highway
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	**23**	5	**1**	1	0	0	0	0	0	0	0	0	30
01:00	0	10	2	1	0	0	0	0	1	0	0	0	0	14
02:00	0	5	4	0	0	0	0	0	0	**1**	0	0	0	10
03:00	0	12	7	1	1	1	0	**1**	1	0	0	0	0	24
04:00	**1**	14	**14**	1	**4**	**2**	0	0	**3**	0	0	0	0	**39**
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	64	32	4	6	3	0	1	5	1	0	0	0	117
Percent	0.9%	54.7%	27.4%	3.4%	5.1%	2.6%	0.0%	0.9%	4.3%	0.9%	0.0%	0.0%	0.0%	
AM Peak	04:00	00:00	04:00	00:00	04:00	04:00		03:00	04:00	02:00				04:00
Vol.	1	23	14	1	4	2		1	3	1				39
PM Peak														
Vol.														
Grand Total	141	39953	10618	410	2401	462	39	186	232	68	0	1	0	54511
Percent	0.3%	73.3%	19.5%	0.8%	4.4%	0.8%	0.1%	0.3%	0.4%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	10	1	1	3	0	0	0	1	0	0	0	0	16
03:00	0	12	3	1	0	1	0	0	1	0	0	0	0	18
04:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
05:00	0	69	21	2	3	2	0	0	1	0	0	0	0	98
06:00	1	181	41	0	15	2	0	1	1	1	0	0	0	243
07:00	3	282	77	**6**	18	4	**1**	1	0	**2**	0	0	0	394
08:00	1	287	89	2	9	6	0	2	2	0	0	0	0	398
09:00	**6**	258	71	2	18	**8**	1	2	**4**	0	0	0	0	370
10:00	1	272	**95**	5	23	6	0	**3**	3	0	0	0	0	408
11:00	2	**292**	79	2	**28**	3	1	1	3	1	0	0	0	**412**
12 PM	3	376	93	4	24	**9**	0	1	**1**	1	0	0	0	512
13:00	2	376	83	1	21	7	3	0	0	**2**	0	0	0	495
14:00	3	409	95	**12**	**30**	7	2	1	0	0	0	0	0	559
15:00	**4**	449	97	5	15	6	**4**	1	0	0	0	0	0	581
16:00	0	**544**	**104**	0	15	7	0	**2**	0	1	0	0	0	**673**
17:00	0	488	91	0	11	6	1	1	1	0	0	0	0	599
18:00	0	352	72	2	9	5	1	0	0	0	0	0	0	441
19:00	0	182	52	1	8	1	2	0	0	0	0	0	0	246
20:00	0	165	26	0	7	2	0	0	0	0	0	0	0	200
21:00	0	112	23	0	4	0	0	1	0	0	0	0	0	140
22:00	0	72	12	0	1	0	0	0	0	0	0	0	0	85
23:00	0	33	6	0	2	0	0	0	0	0	0	0	0	41
Total	26	5240	1234	46	264	82	16	17	18	8	0	0	0	6951
Percent	0.4%	75.4%	17.8%	0.7%	3.8%	1.2%	0.2%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	07:00	11:00	09:00	07:00	10:00	09:00	07:00				11:00
Vol.	6	292	95	6	28	8	1	3	4	2				412
PM Peak	15:00	16:00	16:00	14:00	14:00	12:00	15:00	16:00	12:00	13:00				16:00
Vol.	4	544	104	12	30	9	4	2	1	2				673

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	19	4	1	1	0	0	0	0	0	0	0	0	25
01:00	0	10	2	1	1	0	0	0	0	0	0	0	0	14
02:00	1	10	1	2	1	0	0	0	0	0	0	0	0	15
03:00	0	12	2	0	0	0	0	0	2	0	0	0	0	16
04:00	0	16	1	1	1	0	0	0	1	0	0	0	0	20
05:00	0	68	22	2	9	2	0	0	0	0	0	0	0	103
06:00	3	168	55	2	17	3	0	0	0	0	0	0	0	248
07:00	2	311	98	**9**	**22**	6	1	1	3	1	0	0	0	**454**
08:00	3	299	81	6	20	4	**3**	**2**	1	**2**	0	0	0	421
09:00	**4**	274	**100**	4	17	**7**	1	2	1	0	0	0	0	410
10:00	3	278	93	1	19	5	2	1	**5**	1	0	0	0	408
11:00	0	**323**	80	5	21	5	0	0	1	2	0	0	0	437
12 PM	2	412	101	4	16	**13**	1	1	1	1	0	0	0	552
13:00	2	344	113	1	12	5	0	1	**2**	0	0	0	0	480
14:00	2	441	111	7	**31**	6	1	2	1	**2**	0	0	0	604
15:00	**3**	489	106	**9**	24	9	3	3	0	0	0	0	0	646
16:00	2	556	**115**	1	20	8	**4**	**5**	0	1	0	0	0	712
17:00	1	**569**	109	1	17	12	2	0	1	1	0	0	0	**713**
18:00	0	361	63	3	9	6	1	3	1	0	0	0	0	447
19:00	0	278	55	0	8	4	1	0	1	0	0	0	0	347
20:00	0	211	31	1	8	2	0	0	2	0	0	0	0	255
21:00	0	157	20	0	4	0	0	0	0	0	0	0	0	181
22:00	0	81	13	0	4	0	0	0	0	0	0	0	0	98
23:00	1	45	6	0	2	1	0	0	1	0	0	0	0	56
Total	29	5732	1382	61	284	98	20	21	24	11	0	0	0	7662
Percent	0.4%	74.8%	18.0%	0.8%	3.7%	1.3%	0.3%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	09:00	07:00	07:00	09:00	08:00	08:00	10:00	08:00				07:00
Vol.	4	323	100	9	22	7	3	2	5	2				454
PM Peak	15:00	17:00	16:00	15:00	14:00	12:00	16:00	16:00	13:00	14:00				17:00
Vol.	3	569	115	9	31	13	4	5	2	2				713

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	23	4	1	0	2	0	0	0	0	0	0	0	30
01:00	0	10	0	1	0	0	0	0	0	0	0	0	0	11
02:00	0	9	0	1	2	0	0	0	0	0	0	0	0	12
03:00	0	17	4	0	2	0	0	0	1	0	0	0	0	24
04:00	0	27	5	1	1	1	0	0	2	0	0	0	0	37
05:00	0	61	24	2	5	1	0	1	0	0	0	0	0	94
06:00	1	160	32	1	20	1	0	1	1	0	0	0	0	217
07:00	1	264	88	**7**	23	6	1	1	**3**	0	0	0	0	394
08:00	0	309	89	4	11	**9**	0	3	1	0	0	0	0	426
09:00	**2**	283	78	5	17	5	**3**	1	0	0	0	0	0	394
10:00	1	**318**	87	4	23	6	1	**6**	1	1	0	0	0	448
11:00	0	316	**95**	3	**24**	7	0	3	2	**2**	0	0	0	**452**
12 PM	**3**	440	83	2	21	**12**	2	**4**	**3**	0	0	0	0	570
13:00	3	448	87	0	20	7	2	2	1	1	0	0	0	571
14:00	3	523	93	4	18	12	2	3	0	**3**	0	0	0	661
15:00	3	562	107	**5**	**27**	7	**4**	1	1	0	0	0	0	717
16:00	2	**599**	**138**	0	19	11	1	4	2	1	0	0	0	**777**
17:00	1	516	105	2	26	6	1	2	0	0	0	0	0	659
18:00	0	391	66	0	7	4	0	2	0	0	0	0	0	470
19:00	0	295	68	1	13	1	0	1	1	0	0	0	0	380
20:00	0	236	38	1	4	3	0	1	0	0	0	0	0	283
21:00	0	210	32	0	6	0	0	0	0	0	0	0	0	248
22:00	0	126	27	0	3	0	0	0	1	0	0	0	0	157
23:00	0	69	14	0	1	0	0	0	0	0	0	0	0	84
Total	20	6212	1364	45	293	101	17	36	20	8	0	0	0	8116
Percent	0.2%	76.5%	16.8%	0.6%	3.6%	1.2%	0.2%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	07:00	11:00	08:00	09:00	10:00	07:00	11:00				11:00
Vol.	2	318	95	7	24	9	3	6	3	2				452
PM Peak	12:00	16:00	16:00	15:00	15:00	12:00	15:00	12:00	12:00	14:00				16:00
Vol.	3	599	138	5	27	12	4	4	3	3				777

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	16	4	2	0	0	0	0	0	0	0	0	0	22
01:00	0	15	3	0	0	1	0	0	0	0	0	0	0	19
02:00	0	7	1	1	1	0	0	0	0	0	0	0	0	10
03:00	0	10	3	0	1	0	0	0	1	0	0	0	0	15
04:00	0	11	3	1	0	0	0	0	0	0	0	0	0	15
05:00	0	27	12	1	2	0	0	1	0	0	0	0	0	43
06:00	0	61	23	1	7	0	0	0	1	0	0	0	0	93
07:00	0	106	39	**4**	9	0	0	0	0	0	0	0	0	158
08:00	0	174	57	0	7	0	0	0	**2**	**1**	0	0	0	241
09:00	**1**	262	63	2	12	**2**	0	0	2	0	0	0	0	344
10:00	1	311	77	0	**19**	1	0	1	0	0	0	0	0	410
11:00	1	**372**	**85**	1	12	2	**3**	**5**	0	0	0	0	0	**481**
12 PM	0	405	**82**	1	10	1	**4**	0	0	0	0	0	0	503
13:00	**1**	**443**	64	0	**11**	2	1	1	0	0	**1**	0	0	524
14:00	1	409	69	0	8	3	0	0	**1**	0	0	0	0	491
15:00	1	443	70	**2**	8	0	1	**2**	0	0	0	0	0	**527**
16:00	1	425	79	1	7	3	2	2	0	0	0	0	0	520
17:00	0	364	78	0	11	**5**	0	1	0	0	0	0	0	459
18:00	0	280	48	2	5	0	0	1	1	0	0	0	0	337
19:00	0	252	34	0	6	1	0	1	0	0	0	0	0	294
20:00	0	212	40	0	4	0	0	0	0	0	0	0	0	256
21:00	1	179	22	0	2	1	0	0	0	0	0	0	0	205
22:00	0	108	15	0	5	0	0	0	0	0	0	0	0	128
23:00	0	70	5	0	0	0	0	0	1	0	0	0	0	76
Total	8	4962	976	19	147	22	11	15	9	1	1	0	0	6171
Percent	0.1%	80.4%	15.8%	0.3%	2.4%	0.4%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	07:00	10:00	09:00	11:00	11:00	08:00	08:00				11:00
Vol.	1	372	85	4	19	2	3	5	2	1				481
PM Peak	13:00	13:00	12:00	15:00	13:00	17:00	12:00	15:00	14:00		13:00			15:00
Vol.	1	443	82	2	11	5	4	2	1		1			527

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	32	5	0	0	0	0	0	0	0	0	0	0	37
01:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	9	2	1	0	0	0	0	0	0	0	0	0	12
04:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
05:00	**1**	23	12	1	1	1	0	0	0	0	0	0	0	39
06:00	1	54	15	1	4	1	0	0	0	0	0	0	0	76
07:00	0	80	23	**3**	2	**2**	0	0	0	0	**1**	0	0	111
08:00	1	181	37	0	5	1	0	**3**	0	0	0	0	0	228
09:00	0	214	53	0	**7**	2	0	2	**1**	0	0	0	0	279
10:00	0	**306**	64	0	3	1	0	1	1	0	0	0	0	376
11:00	1	301	**72**	0	7	2	**1**	3	0	0	0	0	0	**387**
12 PM	**1**	393	**94**	0	**15**	2	0	**2**	0	0	0	0	0	507
13:00	1	418	81	1	8	3	0	1	**1**	0	0	0	0	514
14:00	1	410	74	0	8	**6**	**3**	2	0	0	0	0	0	504
15:00	1	426	54	0	4	2	1	2	0	0	0	0	0	490
16:00	0	381	68	**2**	9	4	2	2	0	0	0	0	0	468
17:00	0	**449**	54	0	8	3	2	2	0	**1**	0	0	0	**519**
18:00	1	273	56	0	7	0	0	1	0	0	0	0	0	338
19:00	0	237	48	0	8	0	0	2	0	0	0	0	0	295
20:00	0	127	18	0	2	0	1	0	0	0	0	0	0	148
21:00	0	111	7	0	1	0	0	0	0	0	0	0	0	119
22:00	0	57	6	0	2	0	0	0	0	0	0	0	0	65
23:00	0	42	5	0	0	0	0	0	1	0	0	0	0	48
Total	9	4556	858	9	102	30	10	23	4	1	1	0	0	5603
Percent	0.2%	81.3%	15.3%	0.2%	1.8%	0.5%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	11:00	07:00	09:00	07:00	11:00	08:00	09:00		07:00			11:00
Vol.	1	306	72	3	7	2	1	3	1		1			387
PM Peak	12:00	17:00	12:00	16:00	12:00	14:00	14:00	12:00	13:00	17:00				17:00
Vol.	1	449	94	2	15	6	3	2	1	1				519

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

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Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	9	1	2	1	0	0	0	0	0	0	0	0	13
01:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
02:00	1	9	3	0	3	0	0	0	0	1	0	0	0	17
03:00	0	10	2	2	1	0	0	0	1	0	0	0	0	16
04:00	1	31	4	0	1	1	0	0	1	0	0	0	0	39
05:00	0	61	21	0	5	3	1	0	0	0	0	0	0	91
06:00	2	164	45	3	16	1	1	1	1	1	0	0	0	235
07:00	3	**304**	80	4	19	9	1	**5**	2	1	0	0	0	**428**
08:00	**7**	299	77	5	12	9	**3**	3	2	**2**	0	0	0	419
09:00	3	276	**90**	4	**20**	8	0	1	1	1	0	0	0	404
10:00	4	266	76	4	16	**10**	2	3	**4**	2	0	0	0	387
11:00	2	274	73	**6**	20	9	1	2	3	1	0	0	0	391
12 PM	**4**	416	96	**6**	**28**	**13**	0	4	4	1	0	0	0	572
13:00	3	343	70	6	26	12	**3**	**7**	**5**	1	0	0	0	476
14:00	4	442	93	5	23	10	3	0	4	**2**	0	0	0	586
15:00	4	445	**118**	4	16	10	1	2	0	2	0	0	0	602
16:00	4	**560**	118	0	20	6	0	1	2	1	0	0	0	**712**
17:00	0	462	105	3	21	5	0	1	0	0	0	0	0	597
18:00	0	330	69	0	14	0	0	0	0	0	0	0	0	413
19:00	0	234	39	1	6	0	0	2	0	0	0	0	0	282
20:00	0	185	33	0	2	0	0	0	1	0	0	0	0	221
21:00	0	108	19	0	2	0	0	0	0	0	0	0	0	129
22:00	0	65	13	0	0	0	0	0	0	0	0	0	0	78
23:00	0	35	7	0	2	1	0	1	1	0	0	0	0	47
Total	42	5338	1252	55	275	107	16	33	32	16	0	0	0	7166
Percent	0.6%	74.5%	17.5%	0.8%	3.8%	1.5%	0.2%	0.5%	0.4%	0.2%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	09:00	11:00	09:00	10:00	08:00	07:00	10:00	08:00				07:00
Vol.	7	304	90	6	20	10	3	5	4	2				428
PM Peak	12:00	16:00	15:00	12:00	12:00	12:00	13:00	13:00	13:00	14:00				16:00
Vol.	4	560	118	6	28	13	3	7	5	2				712

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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	0	19	1	1	0	1	0	0	0	0	0	0	0	22
01:00	0	10	1	0	0	1	0	0	0	0	0	0	0	12
02:00	0	9	3	1	3	0	0	0	0	0	0	0	0	16
03:00	0	16	2	3	1	0	0	0	1	0	0	0	0	23
04:00	0	16	6	0	1	0	0	0	**3**	0	0	0	0	26
05:00	1	69	14	1	4	0	0	0	1	0	0	0	0	90
06:00	2	172	45	3	13	2	1	2	2	1	0	0	0	243
07:00	**3**	250	73	**9**	**26**	6	1	2	0	1	0	0	0	371
08:00	1	271	**91**	6	16	8	1	0	2	1	0	0	0	397
09:00	0	244	77	4	22	3	**3**	**3**	3	1	0	0	0	360
10:00	0	282	74	3	19	9	2	3	3	**2**	0	0	0	397
11:00	3	**294**	82	2	20	**11**	0	2	3	1	0	0	0	**418**
12 PM	1	383	104	5	21	10	1	2	1	0	0	0	0	528
13:00	**3**	368	95	4	25	**12**	2	2	1	**2**	0	0	0	514
14:00	3	380	91	**9**	**30**	8	**5**	**4**	**2**	0	0	0	0	532
15:00	3	435	**108**	6	19	5	2	2	2	1	0	0	0	583
16:00	0	**546**	107	1	9	5	1	4	2	0	0	0	0	**675**
17:00	0	479	89	1	19	6	3	1	0	0	0	0	0	598
18:00	0	266	54	2	12	2	0	2	0	0	0	0	0	338
19:00	2	228	41	0	3	1	0	0	1	0	0	0	0	276
20:00	0	214	27	0	1	0	0	0	0	0	0	0	0	242
21:00	0	135	17	0	4	0	0	0	0	0	0	0	0	156
22:00	1	71	12	0	2	2	0	0	1	0	0	0	0	89
23:00	0	42	5	1	0	1	0	0	1	0	0	0	0	50
Total	23	5199	1219	62	270	93	22	29	29	10	0	0	0	6956
Percent	0.3%	74.7%	17.5%	0.9%	3.9%	1.3%	0.3%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	08:00	07:00	07:00	11:00	09:00	09:00	04:00	10:00				11:00
Vol.	3	294	91	9	26	11	3	3	3	2				418
PM Peak	13:00	16:00	15:00	14:00	14:00	13:00	14:00	14:00	14:00	13:00				16:00
Vol.	3	546	108	9	30	12	5	4	2	2				675

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184 Baker Rd
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Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	18	6	2	1	1	0	0	1	0	0	0	0	29
01:00	0	8	2	0	0	0	0	0	0	1	0	0	0	11
02:00	0	9	2	1	2	0	0	0	0	0	0	0	0	14
03:00	0	10	1	1	1	0	0	0	0	0	0	0	0	13
04:00	0	17	3	0	2	1	0	0	2	1	0	0	0	26
05:00	0	73	17	1	5	3	1	0	1	0	0	0	0	101
06:00	2	169	53	1	12	1	0	0	0	0	0	0	0	238
07:00	2	270	81	8	14	8	1	0	1	0	0	0	0	385
08:00	2	273	80	3	16	6	1	1	**4**	1	0	0	0	387
09:00	**3**	256	86	**9**	24	6	1	3	3	0	0	0	0	391
10:00	0	257	65	2	22	6	2	0	3	**2**	0	0	0	359
11:00	1	**304**	**87**	2	**26**	**10**	**4**	**4**	0	1	0	0	0	**439**
12 PM	1	379	95	0	27	3	0	1	**3**	0	0	0	0	509
13:00	3	360	102	6	25	4	1	4	2	**1**	0	0	0	508
14:00	2	433	97	5	**28**	**10**	0	**5**	1	0	0	0	0	581
15:00	**4**	**526**	93	**8**	20	7	**3**	2	1	1	0	0	0	**665**
16:00	1	503	**125**	3	21	9	0	0	2	0	0	0	0	664
17:00	0	505	106	0	20	4	0	3	0	0	0	0	0	638
18:00	0	348	67	1	12	0	1	1	0	0	0	0	0	430
19:00	1	231	43	1	4	1	0	1	0	0	0	0	0	282
20:00	0	198	34	0	10	0	0	0	0	0	0	0	0	242
21:00	0	123	24	0	6	0	0	1	0	0	0	0	0	154
22:00	1	76	26	0	3	0	0	0	0	0	0	0	0	106
23:00	0	52	12	1	3	0	0	0	0	0	0	0	0	68
Total	23	5398	1307	55	304	80	15	26	24	8	0	0	0	7240
Percent	0.3%	74.6%	18.1%	0.8%	4.2%	1.1%	0.2%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	09:00	11:00	11:00	11:00	11:00	08:00	10:00				11:00
Vol.	3	304	87	9	26	10	4	4	4	2				439
PM Peak	15:00	15:00	16:00	15:00	14:00	14:00	15:00	14:00	12:00	13:00				15:00
Vol.	4	526	125	8	28	10	3	5	3	1				665

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	16	**8**	**1**	0	**1**	0	0	1	0	0	0	0	27
01:00	0	13	3	1	**1**	0	0	**1**	0	0	0	0	0	19
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	**18**	4	0	1	1	0	0	1	0	0	0	0	25
04:00	0	16	6	1	1	0	0	1	**4**	0	0	0	0	**29**
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	69	22	3	3	2	0	2	6	0	0	0	0	107
Percent	0.0%	64.5%	20.6%	2.8%	2.8%	1.9%	0.0%	1.9%	5.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		03:00	00:00	00:00	01:00	00:00		01:00	04:00					04:00
Vol.		18	8	1	1	1		1	4					29
PM Peak														
Vol.														
Grand Total	180	42706	9614	355	1942	615	127	202	166	63	2	0	0	55972
Percent	0.3%	76.3%	17.2%	0.6%	3.5%	1.1%	0.2%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	1	3	1	3	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	4	5	5	2	1	0	0	0	0	0	17
04:00	0	0	1	3	3	6	11	6	1	0	0	0	0	0	0	31
05:00	0	0	0	4	20	35	53	22	6	0	0	0	0	0	0	140
06:00	0	0	4	13	70	108	85	22	3	0	0	0	0	0	0	305
07:00	0	0	4	27	142	213	114	43	4	0	0	0	0	0	0	547
08:00	0	2	16	46	122	207	98	46	8	0	0	0	0	0	0	545
09:00	0	1	13	64	146	144	76	28	4	0	0	0	0	0	0	476
10:00	0	0	8	24	81	159	117	37	3	0	0	0	0	0	0	429
11:00	0	1	11	30	95	179	86	30	5	0	0	0	0	0	0	437
12 PM	0	1	4	28	116	193	94	19	3	0	0	0	0	0	0	458
13:00	0	1	12	38	134	171	102	18	4	0	0	0	0	0	0	480
14:00	0	1	21	48	109	142	71	26	1	0	0	0	0	0	0	419
15:00	0	8	17	69	144	161	68	24	5	0	0	0	0	0	0	496
16:00	0	7	25	109	168	163	70	18	2	0	0	0	0	0	0	562
17:00	0	0	13	59	148	125	70	26	2	0	0	0	0	0	0	443
18:00	0	0	4	21	91	97	66	32	6	1	0	0	0	0	0	318
19:00	0	0	1	7	35	54	61	33	8	0	0	0	0	0	0	199
20:00	0	0	1	4	21	39	47	31	6	0	0	0	0	0	0	149
21:00	0	0	0	1	11	17	23	21	6	0	0	0	0	0	0	79
22:00	0	1	0	1	11	19	28	21	3	1	0	0	0	0	0	85
23:00	0	1	0	2	7	11	20	12	2	1	0	0	0	0	0	56
Total	0	24	155	598	1675	2250	1366	523	84	4	0	0	0	0	0	6679

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/01/22	0	0	0	1	2	4	5	2	2	0	0	0	0	0	0	16
01:00	0	0	0	0	3	3	2	6	0	0	0	0	0	0	0	14
02:00	0	0	2	1	2	1	1	3	1	0	0	0	0	0	0	11
03:00	0	0	0	0	0	1	9	3	1	0	0	0	0	0	0	14
04:00	0	0	0	0	2	14	14	5	0	1	0	0	0	0	0	36
05:00	0	0	3	6	18	37	55	30	4	0	0	0	0	0	0	153
06:00	0	0	2	14	61	100	101	17	5	0	0	0	0	0	0	300
07:00	0	0	13	44	119	210	124	31	2	2	0	0	0	0	0	545
08:00	0	1	12	65	155	178	104	35	3	0	0	0	0	0	0	553
09:00	0	3	15	47	137	161	74	40	0	0	0	0	0	0	0	477
10:00	0	1	3	26	97	132	127	42	8	0	0	0	0	0	0	436
11:00	0	0	1	22	95	192	107	39	6	1	0	0	0	0	0	463
12 PM	0	3	4	39	121	219	110	26	5	0	0	0	0	0	0	527
13:00	0	2	2	24	106	201	106	35	8	2	0	0	0	0	0	486
14:00	0	4	14	64	134	179	80	29	4	0	0	0	0	0	0	508
15:00	0	2	30	83	194	170	53	19	2	0	0	0	0	0	0	553
16:00	0	6	29	122	213	170	55	23	4	0	0	0	0	0	0	622
17:00	0	1	24	97	197	215	66	20	2	0	0	0	0	0	0	622
18:00	0	1	0	35	97	102	76	49	7	1	0	0	0	0	0	368
19:00	0	0	2	16	44	71	72	30	1	3	0	0	0	0	0	239
20:00	0	0	2	8	39	60	50	29	8	4	0	0	0	0	0	200
21:00	0	0	0	5	27	41	37	24	6	0	0	0	0	0	0	140
22:00	0	0	1	4	10	23	23	10	5	0	0	0	0	0	0	76
23:00	0	0	1	0	7	14	17	7	2	1	0	0	0	0	0	49
Total	0	24	160	723	1880	2498	1468	554	86	15	0	0	0	0	0	7408

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/02/22	0	0	0	0	1	9	9	7	0	1	0	0	0	0	0	27
01:00	0	0	0	0	3	3	2	2	0	0	0	0	0	0	0	10
02:00	0	0	1	1	1	2	3	3	1	2	0	0	0	0	0	14
03:00	0	0	3	2	1	4	4	6	0	0	0	0	0	0	0	20
04:00	0	0	0	0	2	5	16	6	1	0	0	0	0	0	0	30
05:00	0	0	1	3	19	33	47	22	5	0	0	0	0	0	0	130
06:00	0	0	0	15	48	118	73	27	5	0	0	0	0	0	0	286
07:00	0	0	0	17	101	235	132	30	11	0	0	0	0	0	0	526
08:00	0	0	10	36	123	175	145	44	5	0	0	0	0	0	0	538
09:00	0	1	10	22	106	191	111	38	3	0	0	0	0	0	0	482
10:00	0	0	1	23	77	168	126	67	4	1	0	0	0	0	0	467
11:00	0	1	2	26	111	186	111	43	8	0	0	0	0	0	0	488
12 PM	0	1	4	28	116	232	108	31	3	0	0	0	0	0	0	523
13:00	0	0	10	37	130	224	100	26	2	0	0	0	0	0	0	529
14:00	0	1	24	90	143	166	83	19	1	0	0	0	0	0	0	527
15:00	0	8	48	110	195	158	72	14	0	0	0	0	0	0	0	605
16:00	0	3	45	156	211	169	62	10	0	0	0	0	0	0	0	656
17:00	0	8	27	64	195	204	84	18	3	0	0	0	0	0	0	603
18:00	0	0	5	43	117	168	84	31	6	0	0	0	0	0	0	454
19:00	0	0	0	21	94	91	68	23	7	0	0	0	0	0	0	304
20:00	0	0	0	12	52	64	58	24	2	0	0	0	0	0	0	212
21:00	0	0	1	10	31	49	35	18	8	0	0	0	0	0	0	152
22:00	0	0	0	6	29	27	26	8	7	2	0	0	0	0	0	105
23:00	0	0	0	1	10	21	19	16	9	0	0	0	0	0	0	76
Total	0	23	192	723	1916	2702	1578	533	91	6	0	0	0	0	0	7764

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/03/22	0	0	0	0	7	4	11	8	4	0	0	0	0	0	0	34
01:00	0	0	0	1	3	3	6	6	2	0	0	0	0	0	0	21
02:00	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	9
03:00	0	0	0	1	3	5	3	8	1	0	0	0	0	0	0	21
04:00	0	0	0	0	1	2	10	4	1	0	0	0	0	0	0	18
05:00	0	0	0	1	6	9	18	10	7	1	1	0	0	0	0	53
06:00	0	0	0	3	11	33	37	17	8	1	0	0	0	0	0	110
07:00	0	0	0	14	38	71	59	40	3	0	0	0	0	0	0	225
08:00	0	0	2	6	59	109	88	37	5	0	0	0	0	0	0	306
09:00	0	0	2	23	115	173	94	41	3	1	0	0	0	0	0	452
10:00	0	4	10	40	130	160	110	28	2	1	0	0	0	0	0	485
11:00	0	1	19	63	171	202	76	13	2	0	0	0	0	0	0	547
12 PM	0	8	20	55	154	188	105	16	2	0	0	0	0	0	0	548
13:00	0	6	13	56	149	219	87	24	1	0	0	0	0	0	0	555
14:00	0	3	5	36	126	148	93	24	6	1	0	0	0	0	0	442
15:00	0	3	24	47	106	125	93	30	6	1	0	0	0	0	0	435
16:00	0	0	9	36	84	126	113	47	2	0	0	0	0	0	0	417
17:00	0	0	3	31	110	102	94	49	5	0	0	0	0	0	0	394
18:00	0	0	1	18	78	68	82	61	6	0	0	0	0	0	0	314
19:00	0	0	1	10	38	68	57	32	8	0	0	0	0	0	0	214
20:00	0	0	0	8	22	45	52	24	1	1	0	0	0	0	0	153
21:00	0	0	0	1	25	47	29	25	6	1	1	0	0	0	0	135
22:00	0	0	0	2	18	36	40	19	8	0	0	0	0	0	0	123
23:00	0	0	1	4	11	22	10	15	7	0	0	0	1	0	0	71
Total	0	25	110	456	1465	1967	1369	581	98	8	2	0	1	0	0	6082

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/04/22	0	0	0	0	4	13	10	11	1	0	0	0	0	0	0	39
01:00	0	0	0	1	1	1	6	5	2	1	0	1	0	0	0	18
02:00	0	0	0	0	5	2	6	3	0	0	1	0	0	0	0	17
03:00	0	0	0	1	3	2	3	8	2	0	0	0	0	0	0	19
04:00	0	0	0	0	4	6	7	2	0	0	0	0	0	0	0	19
05:00	0	0	0	0	6	4	8	7	2	1	1	0	0	0	1	30
06:00	0	0	0	5	17	23	30	10	2	1	0	0	0	0	0	88
07:00	0	0	1	3	20	41	40	29	10	1	0	0	0	0	0	145
08:00	0	0	0	5	45	86	63	35	8	0	1	0	0	0	0	243
09:00	0	0	0	6	59	117	106	55	12	2	0	0	0	0	0	357
10:00	0	0	1	13	111	163	135	69	5	0	0	0	0	0	0	497
11:00	0	0	18	34	135	213	134	35	6	0	0	0	0	0	0	575
12 PM	0	3	10	59	148	206	105	34	8	0	0	0	0	0	0	573
13:00	0	1	17	50	149	194	91	28	7	1	0	0	0	0	0	538
14:00	0	5	11	45	110	151	91	43	7	2	0	0	0	0	0	465
15:00	0	0	3	21	86	154	109	40	12	1	0	0	0	0	0	426
16:00	0	1	10	35	114	154	114	46	12	0	0	0	0	0	0	486
17:00	0	1	0	24	96	113	99	44	4	0	0	0	0	0	0	381
18:00	0	1	2	17	55	80	76	46	11	2	0	0	0	0	0	290
19:00	0	0	1	7	33	57	73	30	6	2	0	0	0	0	0	209
20:00	0	0	0	4	15	41	46	20	12	0	0	0	0	0	0	138
21:00	0	0	1	1	9	20	36	21	10	0	0	0	0	0	0	98
22:00	0	0	0	0	15	22	28	18	2	0	0	0	0	0	0	85
23:00	0	0	0	1	6	13	10	8	1	1	0	0	0	0	0	40
Total	0	12	75	332	1246	1876	1426	647	142	15	3	1	0	0	1	5776

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/05/22	0	0	0	0	2	5	7	5	5	0	0	0	0	0	0	24
01:00	0	0	0	0	1	1	4	1	0	1	0	0	0	0	0	8
02:00	0	0	1	0	2	2	1	6	2	0	0	0	0	0	0	14
03:00	0	0	0	0	1	4	7	10	0	0	0	0	0	0	0	22
04:00	0	0	1	0	1	10	13	1	0	0	0	0	0	0	0	26
05:00	0	0	2	7	11	35	52	25	6	0	0	0	0	0	0	138
06:00	0	0	1	15	67	92	80	27	3	0	0	0	0	0	0	285
07:00	0	0	5	21	140	216	101	39	8	0	0	0	0	0	0	530
08:00	0	4	10	42	105	209	119	45	11	3	0	0	0	0	0	548
09:00	0	0	6	21	95	154	100	42	7	1	0	0	0	0	0	426
10:00	0	0	2	23	76	154	135	36	13	0	0	0	0	0	0	439
11:00	0	0	1	26	83	136	121	53	12	0	1	0	0	0	0	433
12 PM	0	2	8	33	107	215	94	30	3	2	0	1	0	0	0	495
13:00	0	0	1	21	104	177	129	29	7	1	0	0	0	0	0	469
14:00	0	1	17	62	117	155	110	33	4	1	0	0	0	0	0	500
15:00	0	7	17	62	168	151	87	26	5	1	0	0	0	0	0	524
16:00	0	0	16	95	176	171	62	37	2	1	0	0	0	0	0	560
17:00	0	13	27	82	148	139	86	28	4	0	0	0	0	0	0	527
18:00	0	0	0	22	70	82	75	41	5	0	0	0	0	0	0	295
19:00	0	0	0	6	32	58	71	37	9	0	0	0	0	0	0	213
20:00	0	0	1	5	27	41	52	20	6	2	0	0	0	0	0	154
21:00	0	0	0	1	26	19	31	13	7	1	0	0	0	0	0	98
22:00	0	0	0	2	10	14	11	11	2	0	0	0	0	0	0	50
23:00	0	0	0	1	7	6	15	10	1	1	0	0	0	0	0	41
Total	0	27	116	547	1576	2246	1563	605	122	15	1	1	0	0	0	6819

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/06/22	0	0	2	1	5	8	6	2	1	0	0	0	0	0	0	25
01:00	0	0	0	1	3	7	6	2	1	0	0	0	0	0	0	20
02:00	0	0	0	0	1	3	1	3	2	0	0	0	0	0	0	10
03:00	0	0	2	0	2	3	9	5	1	0	0	0	0	0	0	22
04:00	0	0	0	2	3	9	11	5	0	0	0	0	0	0	0	30
05:00	0	0	1	2	23	38	44	19	6	1	0	0	0	0	0	134
06:00	0	0	3	11	56	111	86	20	5	0	0	0	0	0	0	292
07:00	0	0	5	31	116	211	120	35	10	1	0	0	0	0	0	529
08:00	0	1	5	41	125	187	122	37	9	1	0	0	0	0	0	528
09:00	0	1	6	35	114	152	81	40	4	0	0	0	0	0	0	433
10:00	0	0	3	29	93	144	116	49	7	0	0	0	0	0	0	441
11:00	0	3	9	20	101	157	100	43	7	0	0	0	0	0	0	440
12 PM	0	1	8	48	175	184	88	22	5	1	0	0	0	0	0	532
13:00	0	1	14	51	105	147	112	34	3	0	0	0	0	0	0	467
14:00	0	2	19	75	107	146	79	24	9	0	0	0	0	0	0	461
15:00	0	1	27	90	148	156	81	26	5	0	0	0	0	0	0	534
16:00	0	7	32	80	163	163	69	21	5	0	0	0	0	0	0	540
17:00	0	2	19	55	157	164	79	30	1	0	0	0	0	0	0	507
18:00	0	0	3	38	82	85	88	38	7	0	0	0	0	0	0	341
19:00	0	1	2	13	28	52	61	33	6	0	0	0	0	0	0	196
20:00	0	0	0	4	30	49	44	24	4	2	0	0	0	0	0	157
21:00	0	0	5	4	24	28	27	15	7	0	0	0	0	0	0	110
22:00	0	0	0	1	9	19	22	13	5	2	0	0	0	0	0	71
23:00	0	0	0	0	9	10	15	9	2	0	0	0	0	0	0	45
Total	0	20	165	632	1679	2233	1467	549	112	8	0	0	0	0	0	6865

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/07/22	0	0	0	1	5	8	10	4	2	0	0	0	0	0	0	30
01:00	0	0	0	0	3	3	3	6	1	0	0	0	0	0	0	16
02:00	0	0	0	0	1	5	2	0	2	0	0	0	0	0	0	10
03:00	0	0	2	1	4	1	3	5	1	0	0	0	0	0	0	17
04:00	0	0	0	1	2	8	8	5	0	0	0	0	0	0	0	24
05:00	0	0	0	4	24	29	49	26	8	0	0	0	0	0	0	140
06:00	0	0	2	7	49	112	92	16	5	0	0	0	0	0	0	283
07:00	0	0	2	22	117	190	130	46	10	0	0	0	0	0	0	517
08:00	0	0	3	29	142	162	134	55	7	0	0	0	0	0	0	532
09:00	0	7	26	49	115	191	92	14	0	0	0	0	0	0	0	494
10:00	0	0	8	20	91	145	106	41	8	0	0	0	0	0	0	419
11:00	0	2	3	22	107	163	106	37	3	0	0	0	0	0	0	443
12 PM	0	1	4	32	123	192	86	37	6	0	0	0	0	0	0	481
13:00	0	2	14	47	127	182	111	32	1	1	0	0	0	0	0	517
14:00	0	1	23	84	163	172	67	16	2	1	0	0	0	0	0	529
15:00	0	3	24	80	146	145	67	26	6	0	0	0	0	0	0	497
16:00	0	2	21	87	195	191	69	27	3	0	0	0	0	0	0	595
17:00	0	0	7	58	156	129	112	46	8	0	1	0	0	0	0	517
18:00	0	0	4	34	78	108	79	47	13	0	0	0	0	0	0	363
19:00	0	0	0	9	45	56	59	47	10	1	0	0	0	0	0	227
20:00	0	0	0	5	21	36	40	29	8	1	0	0	0	0	0	140
21:00	0	1	1	4	15	26	35	27	8	1	0	0	0	0	0	118
22:00	0	0	1	4	8	17	15	19	3	0	0	0	0	0	0	67
23:00	0	0	0	0	10	16	14	10	2	1	0	0	0	0	0	53
Total	0	19	145	600	1747	2287	1489	618	117	6	1	0	0	0	0	7029

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083652, -73.970409

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	6	7	7	9	0	1	0	0	0	0	0	30
01:00	0	0	0	1	2	4	4	2	1	0	0	0	0	0	0	14
02:00	0	0	0	2	0	1	2	3	2	0	0	0	0	0	0	10
03:00	0	0	3	0	0	3	8	7	2	1	0	0	0	0	0	24
04:00	0	0	1	1	2	7	18	9	1	0	0	0	0	0	0	39
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	4	4	10	22	39	30	6	2	0	0	0	0	0	117
Grand Total	0	174	1122	4615	13194	18081	11765	4640	858	79	7	2	1	0	1	54539

Stats

15th Percentile :	20 MPH
50th Percentile :	27 MPH
85th Percentile :	33 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	31275
Percent in Pace :	57.3%
Number of Vehicles > 30 MPH :	17353
Percent of Vehicles > 30 MPH :	31.8%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	1	2	3	5	5	0	0	0	0	0	0	0	16
03:00	0	0	0	2	3	0	5	4	3	0	1	0	0	0	0	18
04:00	0	0	0	0	5	2	4	9	0	2	0	0	0	0	0	22
05:00	0	0	1	2	25	22	20	21	6	1	0	0	0	0	0	98
06:00	0	0	2	25	80	62	40	26	7	0	1	0	0	0	0	243
07:00	0	1	12	28	71	92	118	53	18	1	0	0	0	0	0	394
08:00	0	0	11	43	89	74	95	70	13	3	0	0	0	0	0	398
09:00	0	0	14	62	116	66	76	32	3	0	0	1	0	0	0	370
10:00	0	2	10	56	113	95	99	28	5	0	0	0	0	0	0	408
11:00	0	1	9	71	107	88	86	47	3	0	0	0	0	0	0	412
12 PM	0	2	24	110	157	118	70	27	4	0	0	0	0	0	0	512
13:00	0	0	16	97	160	116	71	29	5	0	0	0	0	0	1	495
14:00	0	4	9	103	180	136	95	29	2	1	0	0	0	0	0	559
15:00	0	3	29	96	210	144	72	23	4	0	0	0	0	0	0	581
16:00	0	3	37	123	231	154	104	18	3	0	0	0	0	0	0	673
17:00	0	3	34	116	192	119	99	29	6	1	0	0	0	0	0	599
18:00	0	1	13	35	123	117	100	45	7	0	0	0	0	0	0	441
19:00	0	0	2	17	67	57	58	36	8	1	0	0	0	0	0	246
20:00	0	0	3	14	49	37	61	29	6	1	0	0	0	0	0	200
21:00	0	0	1	15	27	27	36	26	7	1	0	0	0	0	0	140
22:00	0	1	1	6	22	10	34	10	1	0	0	0	0	0	0	85
23:00	0	0	0	2	12	6	12	5	3	1	0	0	0	0	0	41
Total	0	21	228	1024	2041	1545	1360	601	114	13	2	1	0	0	1	6951

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/01/22	0	0	0	0	7	5	2	8	2	0	1	0	0	0	0	25
01:00	0	0	2	1	4	2	2	1	2	0	0	0	0	0	0	14
02:00	0	1	0	0	7	2	3	2	0	0	0	0	0	0	0	15
03:00	0	0	0	0	7	2	2	5	0	0	0	0	0	0	0	16
04:00	0	0	0	0	2	3	9	6	0	0	0	0	0	0	0	20
05:00	0	0	3	5	24	25	21	17	8	0	0	0	0	0	0	103
06:00	0	0	3	16	67	72	62	20	7	0	1	0	0	0	0	248
07:00	0	0	14	41	115	116	89	61	16	2	0	0	0	0	0	454
08:00	0	1	12	73	82	98	99	45	8	3	0	0	0	0	0	421
09:00	0	1	24	44	95	126	75	39	6	0	0	0	0	0	0	410
10:00	0	0	5	32	128	73	91	67	11	1	0	0	0	0	0	408
11:00	0	1	9	42	122	100	96	58	5	2	1	0	1	0	0	437
12 PM	0	2	19	68	190	112	103	50	6	2	0	0	0	0	0	552
13:00	0	3	7	48	149	123	92	46	12	0	0	0	0	0	0	480
14:00	0	2	13	69	166	171	122	49	9	3	0	0	0	0	0	604
15:00	0	6	17	98	232	163	87	26	16	1	0	0	0	0	0	646
16:00	0	5	46	129	214	166	105	43	4	0	0	0	0	0	0	712
17:00	0	5	36	138	239	147	113	30	5	0	0	0	0	0	0	713
18:00	0	0	7	53	123	100	100	54	7	2	1	0	0	0	0	447
19:00	0	0	4	34	102	87	72	37	9	1	0	1	0	0	0	347
20:00	0	0	5	30	70	54	58	32	6	0	0	0	0	0	0	255
21:00	0	0	1	12	48	38	44	34	4	0	0	0	0	0	0	181
22:00	0	0	0	7	19	23	21	24	3	1	0	0	0	0	0	98
23:00	0	1	1	3	8	12	17	10	3	0	1	0	0	0	0	56
Total	0	28	228	943	2220	1820	1485	764	149	18	5	1	1	0	0	7662

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/02/22	0	0	0	1	6	10	3	7	3	0	0	0	0	0	0	30
01:00	0	0	0	1	2	2	1	2	1	2	0	0	0	0	0	11
02:00	0	0	0	2	4	0	3	3	0	0	0	0	0	0	0	12
03:00	0	0	1	1	7	7	4	3	1	0	0	0	0	0	0	24
04:00	0	0	0	2	13	9	3	8	2	0	0	0	0	0	0	37
05:00	0	0	0	3	23	21	24	14	8	1	0	0	0	0	0	94
06:00	0	0	3	28	48	48	44	37	9	0	0	0	0	0	0	217
07:00	0	0	6	28	108	73	92	60	24	2	1	0	0	0	0	394
08:00	0	2	17	47	115	74	100	53	15	3	0	0	0	0	0	426
09:00	0	4	5	49	112	97	81	38	7	1	0	0	0	0	0	394
10:00	0	1	13	55	124	90	102	56	7	0	0	0	0	0	0	448
11:00	0	0	8	56	157	99	73	51	7	1	0	0	0	0	0	452
12 PM	0	2	12	116	183	118	83	48	8	0	0	0	0	0	0	570
13:00	0	3	28	83	202	107	80	57	9	2	0	0	0	0	0	571
14:00	0	0	28	109	239	157	99	25	3	1	0	0	0	0	0	661
15:00	0	5	28	128	261	175	89	26	4	1	0	0	0	0	0	717
16:00	0	1	38	155	223	186	117	44	11	2	0	0	0	0	0	777
17:00	0	3	19	144	175	155	106	51	4	2	0	0	0	0	0	659
18:00	0	0	16	73	160	89	92	27	10	3	0	0	0	0	0	470
19:00	0	1	5	43	133	96	59	37	6	0	0	0	0	0	0	380
20:00	0	0	6	34	82	67	51	36	6	1	0	0	0	0	0	283
21:00	0	0	0	21	82	62	53	24	6	0	0	0	0	0	0	248
22:00	0	0	0	5	50	34	36	22	10	0	0	0	0	0	0	157
23:00	0	0	1	4	16	16	32	11	3	1	0	0	0	0	0	84
Total	0	22	234	1188	2525	1792	1427	740	164	23	1	0	0	0	0	8116

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/03/22	0	0	1	1	3	4	6	5	1	1	0	0	0	0	0	22
01:00	0	0	0	1	7	3	6	1	1	0	0	0	0	0	0	19
02:00	0	0	0	0	1	2	1	6	0	0	0	0	0	0	0	10
03:00	0	0	0	2	3	0	4	3	2	1	0	0	0	0	0	15
04:00	0	0	0	0	4	2	5	3	1	0	0	0	0	0	0	15
05:00	0	0	0	2	9	10	10	6	4	2	0	0	0	0	0	43
06:00	0	0	0	8	24	16	16	16	11	2	0	0	0	0	0	93
07:00	0	0	1	16	26	28	47	26	8	6	0	0	0	0	0	158
08:00	0	0	0	23	63	52	62	26	15	0	0	0	0	0	0	241
09:00	0	0	3	43	84	94	75	37	8	0	0	0	0	0	0	344
10:00	0	1	9	47	113	103	86	43	8	0	0	0	0	0	0	410
11:00	0	3	17	52	170	130	68	38	2	1	0	0	0	0	0	481
12 PM	0	0	12	52	159	133	108	32	6	1	0	0	0	0	0	503
13:00	0	1	13	58	172	152	82	38	8	0	0	0	0	0	0	524
14:00	0	0	9	67	179	130	60	34	11	0	1	0	0	0	0	491
15:00	0	1	17	78	188	127	80	30	5	1	0	0	0	0	0	527
16:00	0	2	12	60	161	145	92	42	6	0	0	0	0	0	0	520
17:00	0	0	10	41	138	131	92	42	4	1	0	0	0	0	0	459
18:00	0	0	7	33	89	92	69	35	9	2	1	0	0	0	0	337
19:00	0	0	3	25	93	62	68	36	6	1	0	0	0	0	0	294
20:00	0	0	6	19	89	62	54	20	6	0	0	0	0	0	0	256
21:00	0	0	0	22	44	44	50	40	4	1	0	0	0	0	0	205
22:00	0	0	1	8	37	24	24	25	8	1	0	0	0	0	0	128
23:00	0	1	0	4	21	17	17	10	3	0	2	1	0	0	0	76
Total	0	9	121	662	1877	1563	1182	594	137	21	4	1	0	0	0	6171

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/04/22	0	0	0	4	7	7	9	5	3	2	0	0	0	0	0	37
01:00	0	0	0	0	3	2	1	6	3	0	0	0	0	0	0	15
02:00	0	0	0	0	3	2	1	2	1	0	0	0	0	0	0	9
03:00	0	0	0	1	2	1	3	3	2	0	0	0	0	0	0	12
04:00	0	0	0	0	6	3	3	3	1	1	0	2	0	0	0	19
05:00	0	0	1	2	9	7	8	5	3	3	1	0	0	0	0	39
06:00	0	0	1	7	15	15	19	15	2	0	2	0	0	0	0	76
07:00	0	0	2	8	27	20	20	25	6	1	2	0	0	0	0	111
08:00	0	0	2	7	55	51	57	40	11	5	0	0	0	0	0	228
09:00	0	0	6	22	73	55	67	47	9	0	0	0	0	0	0	279
10:00	0	0	4	12	104	119	85	41	8	3	0	0	0	0	0	376
11:00	0	0	6	33	103	108	71	53	12	1	0	0	0	0	0	387
12 PM	0	0	6	39	166	153	90	39	12	2	0	0	0	0	0	507
13:00	0	3	27	59	145	127	94	48	10	0	1	0	0	0	0	514
14:00	0	0	5	52	179	140	90	29	8	1	0	0	0	0	0	504
15:00	0	0	8	34	153	141	99	42	12	1	0	0	0	0	0	490
16:00	0	1	7	35	134	141	95	43	7	3	1	0	0	1	0	468
17:00	0	1	12	51	124	157	129	37	8	0	0	0	0	0	0	519
18:00	0	1	7	20	94	72	92	40	12	0	0	0	0	0	0	338
19:00	0	0	1	21	88	66	54	48	12	5	0	0	0	0	0	295
20:00	0	0	1	13	46	21	37	25	5	0	0	0	0	0	0	148
21:00	0	0	1	5	25	33	25	20	8	2	0	0	0	0	0	119
22:00	0	0	0	5	19	10	18	8	3	2	0	0	0	0	0	65
23:00	0	0	0	1	19	7	9	11	0	1	0	0	0	0	0	48
Total	0	6	97	431	1599	1458	1176	635	158	33	7	2	0	1	0	5603

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/05/22	0	0	0	0	5	1	0	5	2	0	0	0	0	0	0	13
01:00	0	0	0	1	3	2	0	2	2	1	0	0	0	0	0	11
02:00	0	0	0	4	3	3	2	4	0	1	0	0	0	0	0	17
03:00	0	0	0	0	3	1	4	8	0	0	0	0	0	0	0	16
04:00	0	0	1	2	10	5	10	8	3	0	0	0	0	0	0	39
05:00	0	0	0	6	21	19	26	13	5	1	0	0	0	0	0	91
06:00	0	0	2	19	66	49	55	32	10	0	2	0	0	0	0	235
07:00	0	1	10	62	82	94	91	64	19	5	0	0	0	0	0	428
08:00	0	1	19	49	100	79	94	66	9	2	0	0	0	0	0	419
09:00	0	4	25	36	106	98	72	45	14	4	0	0	0	0	0	404
10:00	0	0	5	55	96	89	75	46	16	5	0	0	0	0	0	387
11:00	0	2	19	41	101	84	76	51	13	3	0	1	0	0	0	391
12 PM	0	0	24	98	160	115	111	56	7	1	0	0	0	0	0	572
13:00	0	0	8	77	119	113	113	38	6	1	1	0	0	0	0	476
14:00	0	0	12	63	206	140	106	40	16	3	0	0	0	0	0	586
15:00	0	8	34	105	189	136	89	35	5	1	0	0	0	0	0	602
16:00	0	1	29	115	205	180	128	46	5	2	1	0	0	0	0	712
17:00	0	4	19	98	183	136	100	47	9	1	0	0	0	0	0	597
18:00	0	0	2	44	139	102	78	36	8	2	2	0	0	0	0	413
19:00	0	0	3	31	77	45	71	45	9	1	0	0	0	0	0	282
20:00	0	0	3	22	65	32	48	33	14	2	1	0	0	1	0	221
21:00	0	0	2	9	24	36	30	18	9	1	0	0	0	0	0	129
22:00	0	0	0	5	22	13	21	10	5	2	0	0	0	0	0	78
23:00	0	0	1	6	10	4	12	8	4	2	0	0	0	0	0	47
Total	0	21	218	948	1995	1576	1412	756	190	41	7	1	0	1	0	7166

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/06/22	0	0	0	1	5	3	4	5	3	1	0	0	0	0	0	22
01:00	0	0	1	0	6	2	1	2	0	0	0	0	0	0	0	12
02:00	0	0	0	2	4	4	2	2	1	1	0	0	0	0	0	16
03:00	0	0	3	2	3	4	3	7	1	0	0	0	0	0	0	23
04:00	0	0	0	2	4	5	9	3	2	0	0	0	1	0	0	26
05:00	0	0	0	2	27	21	23	14	3	0	0	0	0	0	0	90
06:00	0	0	1	17	56	48	78	28	13	2	0	0	0	0	0	243
07:00	0	1	17	47	87	61	86	51	18	3	0	0	0	0	0	371
08:00	0	0	19	50	77	85	107	47	9	3	0	0	0	0	0	397
09:00	0	1	9	43	96	100	67	38	5	1	0	0	0	0	0	360
10:00	0	2	20	53	103	75	86	49	7	2	0	0	0	0	0	397
11:00	0	0	18	68	100	94	85	45	7	1	0	0	0	0	0	418
12 PM	0	9	30	109	165	104	74	34	2	1	0	0	0	0	0	528
13:00	0	4	42	103	136	94	82	46	6	0	1	0	0	0	0	514
14:00	0	7	39	84	154	116	100	30	2	0	0	0	0	0	0	532
15:00	0	7	16	103	211	133	92	20	1	0	0	0	0	0	0	583
16:00	0	6	23	121	200	183	104	31	6	1	0	0	0	0	0	675
17:00	0	5	34	167	172	104	87	25	3	0	1	0	0	0	0	598
18:00	0	0	8	56	91	77	64	38	4	0	0	0	0	0	0	338
19:00	0	0	6	45	94	49	57	22	3	0	0	0	0	0	0	276
20:00	0	0	4	27	49	58	60	31	12	1	0	0	0	0	0	242
21:00	0	0	0	11	44	40	39	18	4	0	0	0	0	0	0	156
22:00	0	0	5	10	18	19	19	10	4	2	1	0	1	0	0	89
23:00	0	0	1	5	11	5	14	12	1	1	0	0	0	0	0	50
Total	0	42	296	1128	1913	1484	1343	608	117	20	3	0	2	0	0	6956

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/07/22	0	0	0	2	10	2	8	6	1	0	0	0	0	0	0	29
01:00	0	0	1	1	0	1	3	5	0	0	0	0	0	0	0	11
02:00	0	0	1	0	3	2	4	4	0	0	0	0	0	0	0	14
03:00	0	0	0	1	3	3	3	2	0	1	0	0	0	0	0	13
04:00	0	0	0	2	9	6	6	2	1	0	0	0	0	0	0	26
05:00	0	0	3	6	26	21	27	14	3	1	0	0	0	0	0	101
06:00	0	0	0	18	68	57	51	36	5	3	0	0	0	0	0	238
07:00	0	0	8	35	95	76	94	51	18	6	2	0	0	0	0	385
08:00	0	0	18	50	101	66	98	42	10	2	0	0	0	0	0	387
09:00	0	0	11	54	102	95	76	40	12	1	0	0	0	0	0	391
10:00	0	1	16	42	106	86	62	38	8	0	0	0	0	0	0	359
11:00	0	3	21	71	103	89	98	36	16	2	0	0	0	0	0	439
12 PM	0	1	11	71	148	128	98	45	7	0	0	0	0	0	0	509
13:00	0	0	21	90	138	98	104	49	7	0	1	0	0	0	0	508
14:00	0	7	19	100	186	131	101	34	2	0	1	0	0	0	0	581
15:00	0	5	17	115	235	145	96	43	8	1	0	0	0	0	0	665
16:00	0	5	20	143	172	191	95	32	6	0	0	0	0	0	0	664
17:00	0	2	39	106	188	160	101	33	8	0	1	0	0	0	0	638
18:00	0	2	13	58	132	80	83	52	8	1	1	0	0	0	0	430
19:00	0	0	7	31	87	59	49	39	8	2	0	0	0	0	0	282
20:00	0	0	4	25	79	45	52	25	11	1	0	0	0	0	0	242
21:00	0	0	0	16	49	21	34	25	9	0	0	0	0	0	0	154
22:00	0	0	2	6	22	23	29	15	8	1	0	0	0	0	0	106
23:00	0	0	1	4	22	11	19	6	4	1	0	0	0	0	0	68
Total	0	26	233	1047	2084	1596	1391	674	160	23	6	0	0	0	0	7240

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 32 & 212
Segment: 315' W of Kings Hwy
Date: 11/30/2022

GPS: 42.083750, -73.969810

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	12	5	4	3	2	1	0	0	0	0	0	27
01:00	0	0	0	2	5	3	5	3	0	1	0	0	0	0	0	19
02:00	0	0	0	0	1	1	2	1	2	0	0	0	0	0	0	7
03:00	0	0	2	1	7	3	7	2	2	1	0	0	0	0	0	25
04:00	0	0	0	2	6	5	11	2	2	1	0	0	0	0	0	29
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	2	5	31	17	29	11	8	4	0	0	0	0	0	107
Grand Total	0	175	1657	7376	16285	12851	10805	5383	1197	196	35	6	3	2	1	55972

Stats

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	27 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	29136
Percent in Pace :	52.1%
Number of Vehicles > 30 MPH :	17628
Percent of Vehicles > 30 MPH :	31.5%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

Start	28-Nov-22		29-Nov-22		30-Nov-22		01-Dec-22		02-Dec-22		Weekday Average		03-Dec-22		04-Dec-22	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	7	10	11	18	9	14	17	12	19	27
01:00	*	*	*	*	*	*	7	11	5	9	6	10	6	16	6	12
02:00	*	*	*	*	*	*	3	7	2	5	2	6	5	7	9	5
03:00	*	*	*	*	2	6	5	4	6	5	4	5	5	6	3	2
04:00	*	*	*	*	2	5	21	6	0	4	8	5	8	2	10	4
05:00	*	*	*	*	22	31	65	34	2	32	30	32	31	9	19	15
06:00	*	*	*	*	8	104	167	145	7	92	61	114	56	32	43	25
07:00	*	*	*	*	33	169	**318**	247	8	151	120	189	103	76	70	45
08:00	*	*	*	*	271	**226**	269	**251**	8	200	183	**226**	126	86	127	101
09:00	*	*	*	*	**275**	213	274	202	102	203	217	206	145	165	156	127
10:00	*	*	*	*	230	206	252	214	229	**250**	237	223	254	195	145	175
11:00	*	*	*	*	227	208	263	234	**277**	220	**256**	221	**298**	**239**	**292**	**217**
12:00 PM	*	*	*	*	108	216	248	264	266	285	207	255	**296**	266	**299**	217
01:00	*	*	*	*	140	247	262	263	283	299	228	270	251	275	298	270
02:00	*	*	*	*	244	290	293	326	264	349	267	322	233	270	277	260
03:00	*	*	*	*	**295**	280	302	347	**359**	**384**	319	337	264	273	197	245
04:00	*	*	*	*	293	317	**330**	371	337	384	**320**	**357**	201	**296**	196	255
05:00	*	*	*	*	222	**329**	295	**379**	290	345	269	351	148	206	178	**278**
06:00	*	*	*	*	148	228	172	227	195	236	172	230	95	178	119	192
07:00	*	*	*	*	90	133	107	165	102	211	100	170	98	154	7	147
08:00	*	*	*	*	76	138	70	122	107	137	84	132	69	109	5	84
09:00	*	*	*	*	42	71	60	90	59	121	54	94	59	91	1	70
10:00	*	*	*	*	29	64	30	49	64	102	41	72	81	76	0	34
11:00	*	*	*	*	25	28	21	25	36	41	27	31	53	40	0	25
Total	0	0	0	0	2782	3509	3841	3993	3019	4083	3221	3872	2902	3079	2476	2832
Day	0		0		6291		7834		7102		7093		5981		5308	
AM Peak	-	-	-	-	09:00	08:00	07:00	08:00	11:00	10:00	11:00	08:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	275	226	318	251	277	250	256	226	298	239	292	217
PM Peak	-	-	-	-	15:00	17:00	16:00	17:00	15:00	15:00	16:00	16:00	12:00	16:00	12:00	17:00
Vol.	-	-	-	-	295	329	330	379	359	384	320	357	296	296	299	278

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

Start	05-Dec-22		06-Dec-22		07-Dec-22		08-Dec-22		09-Dec-22		Weekday Average		10-Dec-22		11-Dec-22	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	9	0	8	15	9	**11**	9	*	*	6	9	*	*	*	*
01:00	0	8	0	9	4	6	5	**10**	*	*	2	8	*	*	*	*
02:00	0	8	0	6	3	5	3	2	*	*	2	5	*	*	*	*
03:00	0	6	3	5	5	7	6	8	*	*	4	6	*	*	*	*
04:00	0	5	10	9	21	7	*	*	*	*	10	7	*	*	*	*
05:00	0	27	56	31	78	29	*	*	*	*	45	29	*	*	*	*
06:00	4	102	117	118	144	126	*	*	*	*	88	115	*	*	*	*
07:00	7	164	**293**	219	**288**	220	*	*	*	*	196	201	*	*	*	*
08:00	9	184	270	**222**	284	**224**	*	*	*	*	188	**210**	*	*	*	*
09:00	13	165	261	206	264	206	*	*	*	*	179	192	*	*	*	*
10:00	167	200	252	199	245	203	*	*	*	*	221	201	*	*	*	*
11:00	**253**	**205**	224	205	242	217	*	*	*	*	**240**	209	*	*	*	*
12:00 PM	239	274	254	232	262	278	*	*	*	*	252	261	*	*	*	*
01:00	266	245	236	242	285	271	*	*	*	*	262	253	*	*	*	*
02:00	277	269	245	275	292	305	*	*	*	*	271	283	*	*	*	*
03:00	**317**	**346**	**319**	281	**312**	331	*	*	*	*	**316**	319	*	*	*	*
04:00	294	336	275	**365**	301	332	*	*	*	*	290	**344**	*	*	*	*
05:00	199	319	256	315	288	**359**	*	*	*	*	248	331	*	*	*	*
06:00	148	212	157	183	184	220	*	*	*	*	163	205	*	*	*	*
07:00	87	126	98	149	87	134	*	*	*	*	91	136	*	*	*	*
08:00	52	109	61	111	67	120	*	*	*	*	60	113	*	*	*	*
09:00	38	72	40	58	53	78	*	*	*	*	44	69	*	*	*	*
10:00	6	36	31	54	28	50	*	*	*	*	22	47	*	*	*	*
11:00	5	21	13	42	16	23	*	*	*	*	11	29	*	*	*	*
Total	2381	3448	3471	3544	3768	3760	25	29	0	0	3211	3582	0	0	0	0
Day	5829		7015		7528		54		0		6793		0		0	
AM Peak	11:00	11:00	07:00	08:00	07:00	08:00	00:00	01:00	-	-	11:00	08:00	-	-	-	-
Vol.	253	205	293	222	288	224	11	10	-	-	240	210	-	-	-	-
PM Peak	15:00	15:00	15:00	16:00	15:00	17:00	-	-	-	-	15:00	16:00	-	-	-	-
Vol.	317	346	319	365	312	359	-	-	-	-	316	344	-	-	-	-

Comb. Total	5829	7015	13819	7888	7102	13886	5981	5308

ADT ADT 6,616 AADT 6,616

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	13	8	1	0	0	0	0	0	0	0	0	0	22
06:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
07:00	0	29	1	1	1	1	0	0	0	0	0	0	0	33
08:00	**1**	198	**55**	3	6	**4**	0	**2**	2	0	0	0	0	271
09:00	0	**206**	48	1	13	2	0	2	**3**	0	0	0	0	**275**
10:00	0	169	38	**4**	**14**	3	0	2	0	0	0	0	0	230
11:00	0	157	53	2	11	2	0	0	1	**1**	0	0	0	227
12 PM	0	79	20	2	2	**3**	0	0	1	**1**	0	0	0	108
13:00	0	97	27	1	11	1	0	1	**2**	0	0	0	0	140
14:00	0	174	**56**	2	11	0	0	1	0	0	0	0	0	244
15:00	0	**229**	48	**4**	11	0	0	**3**	0	0	0	0	0	**295**
16:00	0	221	54	4	**12**	1	0	1	0	0	0	0	0	293
17:00	0	178	42	1	0	0	0	0	1	0	0	0	0	222
18:00	0	124	21	0	3	0	0	0	0	0	0	0	0	148
19:00	0	70	15	0	4	1	0	0	0	0	0	0	0	90
20:00	0	62	11	0	2	0	0	1	0	0	0	0	0	76
21:00	0	40	2	0	0	0	0	0	0	0	0	0	0	42
22:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
23:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Total	1	2100	511	26	101	18	0	13	10	2	0	0	0	2782
Percent	0.0%	75.5%	18.4%	0.9%	3.6%	0.6%	0.0%	0.5%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	08:00	10:00	10:00	08:00		08:00	09:00	11:00				09:00
Vol.	1	206	55	4	14	4		2	3	1				275
PM Peak		15:00	14:00	15:00	16:00	12:00		15:00	13:00	12:00				15:00
Vol.		229	56	4	12	3		3	2	1				295

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	4	3	0	0	0	0	0	0	0	0	0	0	7
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	3	1	0	0	0	0	1	0	0	0	0	0	5
04:00	0	9	10	0	2	0	0	0	0	0	0	0	0	21
05:00	0	49	13	0	2	1	0	0	0	0	0	0	0	65
06:00	0	117	40	1	7	1	0	0	1	0	0	0	0	167
07:00	**1**	**227**	**59**	**5**	**18**	**3**	0	**3**	2	0	0	0	0	**318**
08:00	0	200	51	2	12	1	0	1	1	**1**	0	0	0	269
09:00	0	207	51	1	10	1	0	1	**3**	0	0	0	0	274
10:00	0	189	47	1	12	1	0	0	2	0	0	0	0	252
11:00	0	202	42	2	13	3	0	1	0	0	0	0	0	263
12 PM	**1**	170	60	1	11	**4**	0	0	**1**	0	0	0	0	248
13:00	0	189	49	1	**21**	0	0	**1**	1	0	0	0	0	262
14:00	0	225	55	2	9	2	0	0	0	0	0	0	0	293
15:00	0	230	56	**3**	11	0	0	1	1	0	0	0	0	302
16:00	0	**251**	**61**	1	16	0	0	0	0	**1**	0	0	0	**330**
17:00	0	235	47	2	10	0	0	1	0	0	0	0	0	295
18:00	0	134	29	0	9	0	0	0	0	0	0	0	0	172
19:00	0	85	17	0	5	0	0	0	0	0	0	0	0	107
20:00	0	63	6	0	1	0	0	0	0	0	0	0	0	70
21:00	0	48	12	0	0	0	0	0	0	0	0	0	0	60
22:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Total	2	2888	718	22	170	17	0	10	12	2	0	0	0	3841
Percent	0.1%	75.2%	18.7%	0.6%	4.4%	0.4%	0.0%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00		07:00	09:00	08:00				07:00
Vol.	1	227	59	5	18	3		3	3	1				318
PM Peak	12:00	16:00	16:00	15:00	13:00	12:00		13:00	12:00	16:00				16:00
Vol.	1	251	61	3	21	4		1	1	1				330

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	1	1	0	0	**1**	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
07:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
09:00	0	77	16	4	3	2	0	0	0	0	0	0	0	102
10:00	0	171	42	1	**13**	0	0	**2**	0	0	0	0	0	229
11:00	0	**210**	**47**	**5**	10	**3**	0	1	1	0	0	0	0	**277**
12 PM	0	209	48	1	7	0	0	1	0	0	0	0	0	266
13:00	1	211	55	1	11	0	**1**	3	0	0	0	0	0	283
14:00	0	185	56	**6**	11	1	0	**4**	**1**	0	0	0	0	264
15:00	1	**267**	**76**	6	7	1	0	0	1	0	0	0	0	**359**
16:00	**2**	247	64	1	**16**	**3**	0	4	0	0	0	0	0	337
17:00	0	233	49	0	6	0	0	2	0	0	0	0	0	290
18:00	0	161	28	1	4	0	0	1	0	0	0	0	0	195
19:00	0	81	18	0	3	0	0	0	0	0	0	0	0	102
20:00	0	86	16	0	4	0	0	1	0	0	0	0	0	107
21:00	0	56	1	0	2	0	0	0	0	0	0	0	0	59
22:00	0	55	8	0	1	0	0	0	0	0	0	0	0	64
23:00	0	30	6	0	0	0	0	0	0	0	0	0	0	36
Total	4	2320	535	26	99	11	1	19	4	0	0	0	0	3019
Percent	0.1%	76.8%	17.7%	0.9%	3.3%	0.4%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00	10:00	11:00		10:00	03:00					11:00
Vol.		210	47	5	13	3		2	1					277
PM Peak	16:00	15:00	15:00	14:00	16:00	16:00	13:00	14:00	14:00					15:00
Vol.	2	267	76	6	16	3	1	4	1					359

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
05:00	0	20	8	0	2	0	0	**1**	0	0	0	0	0	31
06:00	0	38	16	0	2	0	0	0	0	0	0	0	0	56
07:00	0	76	21	0	4	**1**	0	0	**1**	0	0	0	0	103
08:00	0	103	17	**1**	4	1	0	0	0	0	0	0	0	126
09:00	0	116	26	0	3	0	0	0	0	0	0	0	0	145
10:00	0	208	41	0	3	1	0	1	0	0	0	0	0	254
11:00	0	**238**	**53**	0	**7**	0	0	0	0	0	0	0	0	**298**
12 PM	0	**243**	**43**	0	8	0	0	**1**	**1**	0	0	0	0	**296**
13:00	0	202	40	**1**	8	0	0	0	0	0	0	0	0	251
14:00	0	189	39	1	3	0	0	1	0	0	0	0	0	233
15:00	0	219	36	0	**9**	0	0	0	0	0	0	0	0	264
16:00	0	168	30	0	2	0	0	1	0	0	0	0	0	201
17:00	0	129	17	1	0	0	0	0	1	0	0	0	0	148
18:00	0	78	13	0	3	**1**	0	0	0	0	0	0	0	95
19:00	0	81	15	1	1	0	0	0	0	0	0	0	0	98
20:00	0	65	3	0	1	0	0	0	0	0	0	0	0	69
21:00	0	50	7	0	2	0	0	0	0	0	0	0	0	59
22:00	0	70	10	0	1	0	0	0	0	0	0	0	0	81
23:00	0	47	5	0	1	0	0	0	0	0	0	0	0	53
Total	0	2375	445	5	65	4	0	5	3	0	0	0	0	2902
Percent	0.0%	81.8%	15.3%	0.2%	2.2%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	08:00	11:00	07:00		05:00	07:00					11:00
Vol.		238	53	1	7	1		1	1					298
PM Peak		12:00	12:00	13:00	15:00	18:00		12:00	12:00					12:00
Vol.		243	43	1	9	1		1	1					296

Tri-State Traffic Data Inc.

184 Baker Rd
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Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	16	2	0	1	0	0	0	0	0	0	0	0	19
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	14	4	0	0	0	0	**1**	0	0	0	0	0	19
06:00	0	29	11	0	3	0	0	0	0	0	0	0	0	43
07:00	0	48	18	0	3	**1**	0	0	0	0	0	0	0	70
08:00	0	104	20	0	3	0	0	0	0	0	0	0	0	127
09:00	0	136	19	0	0	0	0	1	0	0	0	0	0	156
10:00	0	123	20	0	2	0	0	0	0	0	0	0	0	145
11:00	0	**245**	**41**	0	**4**	1	0	1	0	0	0	0	0	**292**
12 PM	**1**	**258**	33	**1**	5	**1**	0	0	0	0	0	0	0	**299**
13:00	0	257	**39**	0	2	0	0	0	0	0	0	0	0	298
14:00	0	234	34	1	**7**	0	0	0	**1**	0	0	0	0	277
15:00	0	165	26	0	6	0	0	0	0	0	0	0	0	197
16:00	1	160	32	0	2	0	0	**1**	0	0	0	0	0	196
17:00	0	149	27	1	0	0	0	0	1	0	0	0	0	178
18:00	0	102	13	0	3	0	0	0	1	0	0	0	0	119
19:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2076	343	3	41	4	0	4	3	0	0	0	0	2476
Percent	0.1%	83.8%	13.9%	0.1%	1.7%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		11:00	07:00		05:00						11:00
Vol.		245	41		4	1		1						292
PM Peak	12:00	12:00	13:00	12:00	14:00	12:00		16:00	14:00					12:00
Vol.	1	258	39	1	7	1		1	1					299

Tri-State Traffic Data Inc.

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GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
09:00	**1**	11	1	0	0	0	0	0	0	0	0	0	0	13
10:00	0	134	26	**1**	4	0	**1**	**1**	0	0	0	0	0	167
11:00	0	**188**	**47**	0	**12**	**3**	0	0	**3**	0	0	0	0	**253**
12 PM	0	167	48	3	13	1	0	1	**4**	**2**	0	0	0	239
13:00	**1**	187	57	0	**14**	**3**	0	**3**	1	0	0	0	0	266
14:00	0	199	57	2	14	2	0	2	1	0	0	0	0	277
15:00	0	**242**	56	**8**	8	2	0	0	1	0	0	0	0	**317**
16:00	1	226	**58**	2	4	1	0	2	0	0	0	0	0	294
17:00	0	158	35	1	3	0	0	1	0	1	0	0	0	199
18:00	0	116	27	1	3	1	0	0	0	0	0	0	0	148
19:00	0	78	9	0	0	0	0	0	0	0	0	0	0	87
20:00	0	48	2	0	0	1	0	0	1	0	0	0	0	52
21:00	0	36	1	0	1	0	0	0	0	0	0	0	0	38
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	3	1819	426	18	76	14	1	10	11	3	0	0	0	2381
Percent	0.1%	76.4%	17.9%	0.8%	3.2%	0.6%	0.0%	0.4%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	10:00	11:00	11:00	10:00	10:00	11:00					11:00
Vol.	1	188	47	1	12	3	1	1	3					253
PM Peak	13:00	15:00	16:00	15:00	13:00	13:00		13:00	12:00	12:00				15:00
Vol.	1	242	58	8	14	3		3	4	2				317

Tri-State Traffic Data Inc.

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GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
05:00	0	39	16	0	0	0	0	0	1	0	0	0	0	56
06:00	0	90	24	1	2	0	0	0	0	0	0	0	0	117
07:00	0	**219**	48	**6**	**14**	**5**	0	1	0	0	0	0	0	**293**
08:00	0	200	**51**	2	12	0	0	**3**	**2**	0	0	0	0	270
09:00	0	209	34	1	12	0	0	3	1	**1**	0	0	0	261
10:00	0	189	49	1	9	2	0	0	1	1	0	0	0	252
11:00	0	159	48	0	14	0	0	1	2	0	0	0	0	224
12 PM	0	188	46	1	**15**	1	0	**2**	0	**1**	0	0	0	254
13:00	0	175	42	1	13	**3**	0	1	1	0	0	0	0	236
14:00	0	185	42	**3**	10	1	0	2	**2**	0	0	0	0	245
15:00	**1**	**235**	**69**	3	8	2	0	1	0	0	0	0	0	**319**
16:00	0	227	39	3	3	2	0	0	1	0	0	0	0	275
17:00	0	202	46	2	5	0	0	1	0	0	0	0	0	256
18:00	0	135	16	1	5	0	0	0	0	0	0	0	0	157
19:00	0	85	12	0	0	0	**1**	0	0	0	0	0	0	98
20:00	0	53	7	0	0	1	0	0	0	0	0	0	0	61
21:00	0	35	4	0	0	0	0	0	1	0	0	0	0	40
22:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Total	1	2673	599	25	125	17	1	15	12	3	0	0	0	3471
Percent	0.0%	77.0%	17.3%	0.7%	3.6%	0.5%	0.0%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	07:00	07:00	07:00		08:00	08:00	09:00				07:00
Vol.		219	51	6	14	5		3	2	1				293
PM Peak	15:00	15:00	15:00	14:00	12:00	13:00	19:00	12:00	14:00	12:00				15:00
Vol.	1	235	69	3	15	3	1	2	2	1				319

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	13	6	0	0	1	0	0	1	0	0	0	0	21
05:00	0	59	16	0	2	0	0	0	1	0	0	0	0	78
06:00	0	103	32	0	6	**3**	0	0	0	0	0	0	0	144
07:00	**1**	209	**61**	**5**	11	0	0	0	1	0	0	0	0	**288**
08:00	0	**217**	55	3	7	1	0	0	1	0	0	0	0	284
09:00	0	204	47	2	9	0	0	0	**2**	0	0	0	0	264
10:00	0	189	44	1	7	1	0	**2**	1	0	0	0	0	245
11:00	0	160	52	5	**20**	1	0	1	2	**1**	0	0	0	242
12 PM	0	184	**63**	3	12	0	0	0	0	0	0	0	0	262
13:00	**1**	214	51	2	11	2	**1**	**1**	**2**	0	0	0	0	285
14:00	0	216	57	1	12	**4**	0	1	1	0	0	0	0	292
15:00	0	**232**	55	**6**	**17**	0	0	1	1	0	0	0	0	**312**
16:00	1	229	56	2	11	2	0	0	0	0	0	0	0	301
17:00	0	230	44	0	12	1	0	1	0	0	0	0	0	288
18:00	0	151	28	0	5	0	0	0	0	0	0	0	0	184
19:00	0	75	9	0	3	0	0	0	0	0	0	0	0	87
20:00	0	53	13	0	1	0	0	0	0	0	0	0	0	67
21:00	0	44	9	0	0	0	0	0	0	0	0	0	0	53
22:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Total	3	2841	708	30	148	16	1	7	13	1	0	0	0	3768
Percent	0.1%	75.4%	18.8%	0.8%	3.9%	0.4%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	07:00	11:00	06:00		10:00	09:00	11:00				07:00
Vol.	1	217	61	5	20	3		2	2	1				288
PM Peak	13:00	15:00	12:00	15:00	15:00	14:00	13:00	13:00	13:00					15:00
Vol.	1	232	63	6	17	4	1	1	2					312

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	**11**	0	0	0	0	0	0	0	0	0	0	0	**11**
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	**2**	0	0	0	0	0	0	0	0	0	0	6
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	21	4	0	0	0	0	0	0	0	0	0	0	25
Percent	0.0%	84.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		00:00	03:00											00:00
Vol.		11	2											11
PM Peak														
Vol.														
Grand Total	16	19113	4289	155	825	101	4	83	68	11	0	0	0	24665
Percent	0.1%	77.5%	17.4%	0.6%	3.3%	0.4%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	18	9	0	1	1	0	0	2	0	0	0	0	31
06:00	0	73	24	1	4	**2**	0	0	0	0	0	0	0	104
07:00	**1**	117	33	2	11	2	0	1	1	**1**	0	0	0	169
08:00	0	**154**	**59**	**5**	4	1	0	**2**	1	0	0	0	0	**226**
09:00	1	131	57	2	**16**	1	0	1	**4**	0	0	0	0	213
10:00	0	136	50	1	16	1	0	1	1	0	0	0	0	206
11:00	0	134	52	1	15	2	0	2	2	0	0	0	0	208
12 PM	0	146	51	**4**	10	**2**	0	1	**2**	0	0	0	0	216
13:00	0	184	49	0	11	1	0	0	1	**1**	0	0	0	247
14:00	**1**	205	53	4	**23**	1	0	**3**	0	0	0	0	0	290
15:00	0	226	42	3	6	0	0	2	1	0	0	0	0	280
16:00	0	256	**54**	0	6	0	0	0	1	0	0	0	0	317
17:00	0	**279**	45	0	5	0	0	0	0	0	0	0	0	**329**
18:00	0	184	38	0	5	0	0	1	0	0	0	0	0	228
19:00	0	105	23	0	4	1	0	0	0	0	0	0	0	133
20:00	0	113	21	0	4	0	0	0	0	0	0	0	0	138
21:00	0	61	8	0	1	0	0	1	0	0	0	0	0	71
22:00	0	55	9	0	0	0	0	0	0	0	0	0	0	64
23:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
Total	3	2609	683	23	142	16	0	15	16	2	0	0	0	3509
Percent	0.1%	74.4%	19.5%	0.7%	4.0%	0.5%	0.0%	0.4%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	09:00	06:00		08:00	09:00	07:00				08:00
Vol.	1	154	59	5	16	2		2	4	1				226
PM Peak	14:00	17:00	16:00	12:00	14:00	12:00		14:00	12:00	13:00				17:00
Vol.	1	279	54	4	23	2		3	2	1				329

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	8	1	0	1	0	0	0	0	0	0	0	0	10
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
02:00	0	5	1	0	0	0	0	1	0	0	0	0	0	7
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	23	9	0	2	0	0	0	0	0	0	0	0	34
06:00	0	88	38	**5**	12	2	0	0	0	0	0	0	0	145
07:00	0	**164**	**63**	3	13	2	0	1	0	**1**	0	0	0	247
08:00	0	160	61	4	**20**	**3**	0	1	2	0	0	0	0	**251**
09:00	**1**	121	59	2	14	1	0	**4**	0	0	0	0	0	202
10:00	0	152	44	2	11	1	0	0	**4**	0	0	0	0	214
11:00	0	157	61	0	14	0	0	0	2	0	0	0	0	234
12 PM	**1**	193	55	3	8	0	0	**2**	**2**	0	0	0	0	264
13:00	0	194	54	1	11	1	0	2	0	0	0	0	0	263
14:00	0	238	60	**5**	18	**2**	0	2	1	0	0	0	0	326
15:00	1	244	**73**	4	**19**	1	0	1	2	**2**	0	0	0	347
16:00	0	281	73	2	12	1	0	2	0	0	0	0	0	371
17:00	0	**296**	66	1	14	0	0	1	1	0	0	0	0	**379**
18:00	0	186	36	0	4	0	0	1	0	0	0	0	0	227
19:00	0	140	22	0	2	0	0	1	0	0	0	0	0	165
20:00	0	94	25	0	3	0	0	0	0	0	0	0	0	122
21:00	0	72	17	0	1	0	0	0	0	0	0	0	0	90
22:00	0	44	4	0	1	0	0	0	0	0	0	0	0	49
23:00	0	23	1	0	1	0	0	0	0	0	0	0	0	25
Total	3	2899	828	32	181	14	0	19	14	3	0	0	0	3993
Percent	0.1%	72.6%	20.7%	0.8%	4.5%	0.4%	0.0%	0.5%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	06:00	08:00	08:00		09:00	10:00	07:00				08:00
Vol.	1	164	63	5	20	3		4	4	1				251
PM Peak	12:00	17:00	15:00	14:00	15:00	14:00		12:00	12:00	15:00				17:00
Vol.	1	296	73	5	19	2		2	2	2				379

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	15	2	0	0	1	0	0	0	0	0	0	0	18
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	1	0	0	0	0	0	**1**	0	0	0	0	5
03:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	15	15	0	1	1	0	0	0	0	0	0	0	32
06:00	0	60	21	2	9	0	0	0	0	0	0	0	0	92
07:00	**1**	77	56	2	13	0	**1**	1	0	0	0	0	0	151
08:00	0	120	**59**	2	**16**	0	0	3	0	0	0	0	0	200
09:00	0	133	52	2	15	1	0	0	0	0	0	0	0	203
10:00	0	**179**	50	**3**	13	0	0	**4**	1	0	0	0	0	**250**
11:00	0	147	53	2	15	**3**	0	0	0	0	0	0	0	220
12 PM	**2**	213	55	4	7	0	0	**3**	0	**1**	0	0	0	285
13:00	1	216	65	1	12	**1**	0	2	0	1	0	0	0	299
14:00	1	248	69	**5**	**19**	0	0	2	**5**	0	0	0	0	349
15:00	1	288	73	4	15	0	0	2	1	0	0	0	0	**384**
16:00	0	**291**	**75**	0	15	1	0	2	0	0	0	0	0	384
17:00	0	262	72	0	9	0	0	2	0	0	0	0	0	345
18:00	0	185	45	0	6	0	0	0	0	0	0	0	0	236
19:00	0	161	44	0	6	0	0	0	0	0	0	0	0	211
20:00	0	115	20	0	0	1	0	0	1	0	0	0	0	137
21:00	0	97	18	0	6	0	0	0	0	0	0	0	0	121
22:00	0	89	13	0	0	0	0	0	0	0	0	0	0	102
23:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41
Total	6	2964	865	27	179	9	1	21	9	2	0	0	0	4083
Percent	0.1%	72.6%	21.2%	0.7%	4.4%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	10:00	08:00	10:00	08:00	11:00	07:00	10:00	02:00					10:00
Vol.	1	179	59	3	16	3	1	4	1					250
PM Peak	12:00	16:00	16:00	14:00	14:00	13:00		12:00	14:00	12:00				15:00
Vol.	2	291	75	5	19	1		3	5	1				384

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
06:00	0	19	10	0	3	0	0	0	0	0	0	0	0	32
07:00	0	57	11	0	7	0	0	**1**	0	0	0	0	0	76
08:00	0	59	23	**1**	3	0	0	0	0	0	0	0	0	86
09:00	0	125	28	0	**11**	0	0	1	0	0	0	0	0	165
10:00	0	144	39	1	10	0	0	1	0	0	0	0	0	195
11:00	0	**182**	**48**	0	9	0	0	0	0	0	0	0	0	**239**
12 PM	0	211	47	0	6	0	0	0	1	**1**	0	0	0	266
13:00	0	227	38	0	9	**1**	0	0	0	0	0	0	0	275
14:00	0	219	42	0	9	0	0	0	0	0	0	0	0	270
15:00	0	222	38	**1**	10	0	0	0	**2**	0	0	0	0	273
16:00	0	**231**	**51**	0	**12**	0	0	**1**	1	0	0	0	0	**296**
17:00	0	160	42	0	4	0	0	0	0	0	0	0	0	206
18:00	0	149	27	0	2	0	0	0	0	0	0	0	0	178
19:00	0	130	21	0	3	0	0	0	0	0	0	0	0	154
20:00	0	91	16	0	2	0	0	0	0	0	0	0	0	109
21:00	0	81	8	0	2	0	0	0	0	0	0	0	0	91
22:00	0	70	6	0	0	0	0	0	0	0	0	0	0	76
23:00	0	34	5	0	1	0	0	0	0	0	0	0	0	40
Total	0	2452	511	3	103	1	0	4	4	1	0	0	0	3079
Percent	0.0%	79.6%	16.6%	0.1%	3.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	08:00	09:00			07:00						11:00
Vol.		182	48	1	11			1						239
PM Peak		16:00	16:00	15:00	16:00	13:00		16:00	15:00	12:00				16:00
Vol.		231	51	1	12	1		1	2	1				296

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	22	4	0	0	**1**	0	0	0	0	0	0	0	27
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
06:00	0	20	3	0	2	0	0	0	0	0	0	0	0	25
07:00	0	24	17	0	3	1	0	0	0	0	0	0	0	45
08:00	0	77	19	0	4	0	0	**1**	0	0	0	0	0	101
09:00	0	100	20	0	**6**	0	0	1	0	0	0	0	0	127
10:00	0	126	**46**	0	3	0	0	0	0	0	0	0	0	175
11:00	0	**173**	38	**1**	4	0	**1**	0	0	0	0	0	0	**217**
12 PM	1	162	42	**1**	**11**	0	0	0	0	0	0	0	0	217
13:00	0	224	36	0	9	0	0	**1**	0	0	0	0	0	270
14:00	**2**	204	**47**	0	6	0	0	0	**1**	0	0	0	0	260
15:00	1	203	34	0	6	0	0	0	0	**1**	0	0	0	245
16:00	0	215	35	0	4	0	0	1	0	0	0	0	0	255
17:00	0	**240**	29	1	6	0	0	1	1	0	0	0	0	**278**
18:00	0	158	25	0	7	**1**	0	1	0	0	0	0	0	192
19:00	0	119	22	0	6	0	0	0	0	0	0	0	0	147
20:00	0	61	21	0	2	0	0	0	0	0	0	0	0	84
21:00	0	58	11	0	1	0	0	0	0	0	0	0	0	70
22:00	0	27	6	0	1	0	0	0	0	0	0	0	0	34
23:00	0	17	8	0	0	0	0	0	0	0	0	0	0	25
Total	4	2260	470	3	82	3	1	6	2	1	0	0	0	2832
Percent	0.1%	79.8%	16.6%	0.1%	2.9%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00	11:00	09:00	00:00	11:00	08:00						11:00
Vol.		173	46	1	6	1	1	1						217
PM Peak	14:00	17:00	14:00	12:00	12:00	18:00		13:00	14:00	15:00				17:00
Vol.	2	240	47	1	11	1		1	1	1				278

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
02:00	0	6	1	0	0	0	0	1	0	0	0	0	0	8
03:00	0	3	1	1	0	1	0	0	0	0	0	0	0	6
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	10	12	0	2	2	0	1	0	0	0	0	0	27
06:00	0	62	22	**3**	14	1	0	0	0	0	0	0	0	102
07:00	0	101	40	3	**17**	1	0	1	1	0	0	0	0	164
08:00	0	105	**61**	2	13	1	0	1	1	0	0	0	0	184
09:00	0	101	37	3	16	3	0	**2**	**3**	0	0	0	0	165
10:00	0	**141**	46	1	3	**4**	**1**	1	3	0	0	0	0	200
11:00	0	138	47	1	17	1	0	1	0	0	0	0	0	**205**
12 PM	1	197	55	3	13	**3**	**1**	1	0	0	0	0	0	274
13:00	0	171	49	2	**19**	1	0	**2**	0	**1**	0	0	0	245
14:00	**2**	198	47	**5**	14	2	0	1	0	0	0	0	0	269
15:00	0	**260**	59	4	16	1	0	1	**4**	1	0	0	0	**346**
16:00	0	255	**71**	1	6	0	1	0	2	0	0	0	0	336
17:00	0	256	55	0	6	2	0	0	0	0	0	0	0	319
18:00	0	175	32	0	5	0	0	0	0	0	0	0	0	212
19:00	0	96	26	0	4	0	0	0	0	0	0	0	0	126
20:00	0	86	20	0	3	0	0	0	0	0	0	0	0	109
21:00	0	63	8	0	1	0	0	0	0	0	0	0	0	72
22:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
23:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
Total	3	2490	700	29	171	23	3	13	14	2	0	0	0	3448
Percent	0.1%	72.2%	20.3%	0.8%	5.0%	0.7%	0.1%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00	06:00	07:00	10:00	10:00	09:00	09:00					11:00
Vol.		141	61	3	17	4	1	2	3					205
PM Peak	14:00	15:00	16:00	14:00	13:00	12:00	12:00	13:00	15:00	13:00				15:00
Vol.	2	260	71	5	19	3	1	2	4	1				346

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	0	7	0	0	1	0	0	0	0	0	0	0	0	8
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	1	0	0	0	0	0	0	**1**	0	0	0	5
04:00	0	5	2	0	1	1	0	0	0	0	0	0	0	9
05:00	0	16	9	1	4	1	0	0	0	0	0	0	0	31
06:00	0	72	34	4	7	0	0	1	0	0	0	0	0	118
07:00	0	**154**	40	**5**	**18**	0	0	2	0	0	0	0	0	219
08:00	0	140	**61**	4	13	1	0	1	1	1	0	0	0	**222**
09:00	0	131	49	1	18	2	0	**3**	**2**	0	0	0	0	206
10:00	0	135	43	3	17	1	0	0	0	0	0	0	0	199
11:00	0	127	53	4	16	**3**	0	1	1	0	0	0	0	205
12 PM	0	161	52	1	14	2	0	2	0	0	0	0	0	232
13:00	**2**	161	59	3	11	**3**	0	1	**2**	0	0	0	0	242
14:00	0	200	51	**5**	**16**	0	0	**3**	0	0	0	0	0	275
15:00	1	214	48	4	8	3	0	1	1	**1**	0	0	0	281
16:00	0	**290**	63	1	10	0	0	0	1	0	0	0	0	**365**
17:00	0	242	**65**	1	7	0	0	0	0	0	0	0	0	315
18:00	0	156	23	0	4	0	0	0	0	0	0	0	0	183
19:00	0	115	28	0	5	1	0	0	0	0	0	0	0	149
20:00	0	99	10	0	1	0	0	0	1	0	0	0	0	111
21:00	0	52	5	0	1	0	0	0	0	0	0	0	0	58
22:00	0	44	9	0	1	0	0	0	0	0	0	0	0	54
23:00	0	39	3	0	0	0	0	0	0	0	0	0	0	42
Total	3	2574	712	37	173	18	0	15	9	3	0	0	0	3544
Percent	0.1%	72.6%	20.1%	1.0%	4.9%	0.5%	0.0%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	07:00	07:00	11:00		09:00	09:00	03:00				08:00
Vol.		154	61	5	18	3		3	2	1				222
PM Peak	13:00	16:00	17:00	14:00	14:00	13:00		14:00	13:00	15:00				16:00
Vol.	2	290	65	5	16	3		3	2	1				365

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	4	1	0	1	1	0	0	0	0	0	0	0	7
04:00	0	2	3	0	1	1	0	0	0	0	0	0	0	7
05:00	0	19	7	0	1	1	0	0	1	0	0	0	0	29
06:00	0	80	31	**4**	8	2	0	0	1	0	0	0	0	126
07:00	0	**151**	56	1	12	0	0	0	0	0	0	0	0	220
08:00	**1**	148	**57**	3	12	1	0	1	1	0	0	0	0	**224**
09:00	0	138	48	4	12	0	0	0	**3**	**1**	0	0	0	206
10:00	0	136	44	2	18	1	0	**2**	0	0	0	0	0	203
11:00	0	145	46	0	**20**	**4**	0	1	1	0	0	0	0	217
12 PM	0	187	**69**	1	**20**	1	0	0	0	0	0	0	0	278
13:00	0	185	60	3	16	**2**	0	2	**3**	0	0	0	0	271
14:00	**1**	218	60	**6**	18	0	0	0	2	0	0	0	0	305
15:00	0	258	51	2	12	2	**2**	**3**	1	0	0	0	0	331
16:00	1	259	62	2	8	0	0	0	0	0	0	0	0	332
17:00	0	**278**	65	1	15	0	0	0	0	0	0	0	0	**359**
18:00	0	176	37	0	7	0	0	0	0	0	0	0	0	220
19:00	0	117	17	0	0	0	0	0	0	0	0	0	0	134
20:00	0	97	22	0	1	0	0	0	0	0	0	0	0	120
21:00	0	63	13	0	2	0	0	0	0	0	0	0	0	78
22:00	0	41	8	0	1	0	0	0	0	0	0	0	0	50
23:00	0	18	4	0	1	0	0	0	0	0	0	0	0	23
Total	3	2735	766	29	186	16	2	9	13	1	0	0	0	3760
Percent	0.1%	72.7%	20.4%	0.8%	4.9%	0.4%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	06:00	11:00	11:00		10:00	09:00	09:00				08:00
Vol.	1	151	57	4	20	4		2	3	1				224
PM Peak	14:00	17:00	12:00	14:00	12:00	13:00	15:00	15:00	13:00					17:00
Vol.	1	278	69	6	20	2	2	3	3					359

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	**9**	0	0	0	0	0	**1**	0	0	0	0	0	**10**
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	**4**	0	0	0	0	0	0	0	0	0	0	8
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	22	6	0	0	0	0	1	0	0	0	0	0	29
Percent	0.0%	75.9%	20.7%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		01:00	03:00					01:00						01:00
Vol.		9	4					1						10
PM Peak														
Vol.														
Grand Total	25	21005	5541	183	1217	100	7	103	81	15	0	0	0	28277
Percent	0.1%	74.3%	19.6%	0.6%	4.3%	0.4%	0.0%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

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Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:00	0	0	0	0	0	2	3	13	2	2	0	0	0	0	0	22
06:00	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	8
07:00	0	0	1	4	1	3	11	8	5	0	0	0	0	0	0	33
08:00	0	0	0	7	17	50	83	90	22	2	0	0	0	0	0	271
09:00	0	0	0	6	12	44	101	79	30	2	1	0	0	0	0	275
10:00	0	0	0	0	1	29	77	81	35	7	0	0	0	0	0	230
11:00	0	0	0	0	5	24	49	87	50	11	1	0	0	0	0	227
12 PM	0	1	0	1	4	22	40	24	11	4	1	0	0	0	0	108
13:00	0	0	0	2	9	20	41	50	14	4	0	0	0	0	0	140
14:00	0	0	0	0	7	28	83	83	38	5	0	0	0	0	0	244
15:00	0	0	0	1	12	51	102	86	41	1	1	0	0	0	0	295
16:00	0	0	0	1	12	52	123	76	26	3	0	0	0	0	0	293
17:00	0	0	0	2	8	28	77	78	25	3	1	0	0	0	0	222
18:00	0	0	0	0	4	27	38	45	21	13	0	0	0	0	0	148
19:00	0	0	0	0	2	11	17	33	19	6	2	0	0	0	0	90
20:00	0	0	0	0	2	2	12	33	18	8	1	0	0	0	0	76
21:00	0	0	0	0	0	0	11	11	14	5	1	0	0	0	0	42
22:00	0	0	0	0	0	0	5	6	7	4	4	3	0	0	0	29
23:00	0	0	0	0	1	0	2	6	10	4	2	0	0	0	0	25
Total	0	1	1	24	97	393	877	895	391	85	15	3	0	0	0	2782

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

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Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/01/22	0	0	0	0	0	0	1	1	3	0	1	1	0	0	0	7
01:00	0	0	0	0	0	0	3	1	2	1	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
04:00	0	0	0	0	0	1	1	7	8	4	0	0	0	0	0	21
05:00	0	0	0	0	0	1	10	32	14	7	0	1	0	0	0	65
06:00	0	0	0	1	0	11	37	76	32	10	0	0	0	0	0	167
07:00	0	0	1	5	21	33	114	101	34	8	1	0	0	0	0	318
08:00	0	0	0	1	12	30	100	85	33	7	1	0	0	0	0	269
09:00	0	0	0	2	4	28	66	100	64	9	1	0	0	0	0	274
10:00	0	0	1	2	9	28	74	93	35	9	1	0	0	0	0	252
11:00	0	0	1	1	8	35	72	93	43	8	2	0	0	0	0	263
12 PM	0	0	3	3	9	32	91	67	37	5	1	0	0	0	0	248
13:00	0	0	2	1	8	16	62	103	57	13	0	0	0	0	0	262
14:00	0	0	0	0	16	26	83	109	49	9	0	1	0	0	0	293
15:00	0	0	0	0	13	49	84	87	54	15	0	0	0	0	0	302
16:00	0	0	0	0	8	35	111	128	42	5	1	0	0	0	0	330
17:00	0	0	0	0	9	38	102	100	39	7	0	0	0	0	0	295
18:00	0	0	0	0	3	17	37	73	34	7	1	0	0	0	0	172
19:00	0	0	0	0	1	4	22	40	29	9	2	0	0	0	0	107
20:00	0	0	0	0	0	0	12	29	25	3	0	0	0	1	0	70
21:00	0	0	0	0	0	3	6	18	19	10	3	1	0	0	0	60
22:00	0	0	0	0	0	1	4	8	9	6	2	0	0	0	0	30
23:00	0	0	0	0	0	0	4	6	6	4	1	0	0	0	0	21
Total	0	0	8	16	121	388	1097	1362	669	157	18	4	0	1	0	3841

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/02/22	0	0	0	0	0	1	2	3	3	1	1	0	0	0	0	11
01:00	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:00	0	0	1	0	0	0	4	2	0	0	0	0	0	0	0	7
07:00	0	1	0	0	0	0	5	0	1	0	0	1	0	0	0	8
08:00	0	0	0	4	0	0	0	2	0	1	1	0	0	0	0	8
09:00	0	0	0	1	0	8	32	38	17	6	0	0	0	0	0	102
10:00	0	0	0	0	4	19	43	96	48	17	2	0	0	0	0	229
11:00	0	0	0	2	11	23	65	105	55	15	1	0	0	0	0	277
12 PM	0	0	1	0	5	22	60	117	49	10	2	0	0	0	0	266
13:00	0	0	1	4	9	22	88	102	48	9	0	0	0	0	0	283
14:00	0	0	0	0	5	22	81	95	48	12	1	0	0	0	0	264
15:00	0	0	0	5	17	52	106	124	44	10	0	1	0	0	0	359
16:00	0	0	0	2	13	66	100	109	44	3	0	0	0	0	0	337
17:00	0	0	0	2	20	46	108	87	22	5	0	0	0	0	0	290
18:00	0	0	0	0	1	21	67	75	23	8	0	0	0	0	0	195
19:00	0	0	0	0	3	7	25	40	17	7	3	0	0	0	0	102
20:00	0	0	0	0	4	8	15	46	29	4	1	0	0	0	0	107
21:00	0	0	0	1	0	2	9	23	19	4	1	0	0	0	0	59
22:00	0	0	0	0	0	4	12	20	20	6	2	0	0	0	0	64
23:00	0	0	0	0	0	0	8	8	12	6	2	0	0	0	0	36
Total	0	1	3	21	92	324	833	1098	503	125	17	2	0	0	0	3019

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/03/22	0	0	0	0	0	1	1	6	6	1	2	0	0	0	0	17
01:00	0	0	0	0	0	0	1	1	3	0	1	0	0	0	0	6
02:00	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
03:00	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
04:00	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	8
05:00	0	0	0	0	0	1	2	7	11	5	4	1	0	0	0	31
06:00	0	0	0	0	1	1	8	17	19	6	4	0	0	0	0	56
07:00	0	0	0	0	1	9	17	45	21	9	1	0	0	0	0	103
08:00	0	0	0	0	1	15	25	50	26	8	1	0	0	0	0	126
09:00	0	1	0	1	3	15	59	48	17	1	0	0	0	0	0	145
10:00	0	0	0	0	3	37	87	94	31	1	1	0	0	0	0	254
11:00	0	0	0	0	13	30	96	115	38	4	2	0	0	0	0	298
12 PM	0	0	0	3	13	38	99	89	47	6	1	0	0	0	0	296
13:00	0	0	0	0	6	28	87	90	34	6	0	0	0	0	0	251
14:00	0	0	0	1	2	23	59	94	43	11	0	0	0	0	0	233
15:00	0	0	0	1	6	30	87	83	50	7	0	0	0	0	0	264
16:00	0	0	0	0	1	21	72	70	35	2	0	0	0	0	0	201
17:00	0	0	0	1	8	31	45	48	13	2	0	0	0	0	0	148
18:00	0	0	0	0	2	23	22	31	12	4	1	0	0	0	0	95
19:00	0	0	0	0	1	4	29	40	18	5	1	0	0	0	0	98
20:00	0	0	0	0	1	6	17	24	17	4	0	0	0	0	0	69
21:00	0	0	0	0	0	3	13	22	20	1	0	0	0	0	0	59
22:00	0	0	0	0	2	3	19	30	22	5	0	0	0	0	0	81
23:00	0	0	0	0	0	1	10	23	16	2	0	0	1	0	0	53
Total	0	1	0	7	64	321	856	1037	503	92	19	1	1	0	0	2902

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/04/22	0	0	0	0	0	1	2	3	7	5	1	0	0	0	0	19
01:00	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	6
02:00	0	0	0	0	0	2	0	1	4	1	0	1	0	0	0	9
03:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	3	2	1	1	1	0	0	0	1	10
05:00	0	0	0	0	0	1	5	2	5	4	2	0	0	0	0	19
06:00	0	0	0	0	0	1	6	13	17	4	2	0	0	0	0	43
07:00	0	0	0	0	0	2	12	24	26	3	3	0	0	0	0	70
08:00	0	0	0	0	0	4	14	56	36	13	4	0	0	0	0	127
09:00	0	0	0	0	1	2	32	69	41	9	2	0	0	0	0	156
10:00	0	0	0	0	2	18	31	53	37	3	1	0	0	0	0	145
11:00	0	0	0	0	4	23	89	114	52	9	1	0	0	0	0	292
12 PM	0	0	0	2	5	22	89	126	48	7	0	0	0	0	0	299
13:00	0	0	0	1	11	16	98	111	51	9	1	0	0	0	0	298
14:00	0	0	0	1	6	19	65	125	52	9	0	0	0	0	0	277
15:00	0	0	0	0	2	9	59	85	33	9	0	0	0	0	0	197
16:00	0	0	0	9	26	51	55	49	6	0	0	0	0	0	0	196
17:00	0	0	0	0	11	12	72	62	19	1	1	0	0	0	0	178
18:00	0	0	0	1	1	5	36	48	23	4	1	0	0	0	0	119
19:00	0	0	0	0	0	1	2	1	2	0	1	0	0	0	0	7
20:00	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	14	69	190	671	951	466	92	21	1	0	0	1	2476

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/05/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	4
07:00	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	9
09:00	0	0	2	0	2	3	3	2	1	0	0	0	0	0	0	13
10:00	0	0	0	0	4	12	57	55	32	7	0	0	0	0	0	167
11:00	0	0	0	0	2	17	64	114	36	17	1	2	0	0	0	253
12 PM	0	0	0	4	4	14	69	81	62	5	0	0	0	0	0	239
13:00	0	0	1	2	11	24	76	96	45	11	0	0	0	0	0	266
14:00	0	0	0	4	7	37	66	112	41	10	0	0	0	0	0	277
15:00	0	0	0	2	15	39	85	119	55	2	0	0	0	0	0	317
16:00	0	0	0	0	8	36	99	103	43	4	1	0	0	0	0	294
17:00	0	0	0	1	8	26	72	70	20	2	0	0	0	0	0	199
18:00	0	0	0	0	0	13	38	55	38	3	1	0	0	0	0	148
19:00	0	0	0	1	1	10	22	38	14	1	0	0	0	0	0	87
20:00	0	0	0	0	3	6	8	21	11	2	1	0	0	0	0	52
21:00	0	0	0	0	1	4	12	15	6	0	0	0	0	0	0	38
22:00	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5
Total	0	0	3	14	66	241	677	896	412	65	4	2	0	0	1	2381

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/06/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	0	4	5	0	0	0	0	0	0	10
05:00	0	0	0	0	0	3	11	24	17	1	0	0	0	0	0	56
06:00	0	0	0	0	1	10	37	46	16	6	1	0	0	0	0	117
07:00	0	0	0	1	24	58	94	76	33	7	0	0	0	0	0	293
08:00	0	0	0	1	9	33	79	99	41	8	0	0	0	0	0	270
09:00	0	0	0	0	6	30	87	90	43	5	0	0	0	0	0	261
10:00	0	0	1	6	7	24	75	96	32	10	1	0	0	0	0	252
11:00	0	0	0	0	4	18	58	97	40	6	1	0	0	0	0	224
12 PM	0	0	0	2	11	31	69	95	35	11	0	0	0	0	0	254
13:00	0	0	1	1	6	18	59	90	56	5	0	0	0	0	0	236
14:00	0	0	0	0	10	32	72	86	36	6	2	1	0	0	0	245
15:00	0	0	0	1	23	53	102	105	31	4	0	0	0	0	0	319
16:00	0	0	0	2	23	56	97	76	20	1	0	0	0	0	0	275
17:00	0	0	0	0	12	32	92	88	25	7	0	0	0	0	0	256
18:00	0	0	0	0	1	18	57	50	23	7	1	0	0	0	0	157
19:00	0	0	0	1	3	13	31	32	17	1	0	0	0	0	0	98
20:00	0	0	0	1	0	7	15	23	11	4	0	0	0	0	0	61
21:00	0	0	0	0	0	5	6	16	11	2	0	0	0	0	0	40
22:00	0	0	0	0	1	4	13	11	1	1	0	0	0	0	0	31
23:00	0	0	0	1	1	0	5	2	3	1	0	0	0	0	0	13
Total	0	0	2	17	142	446	1061	1207	496	93	6	1	0	0	0	3471

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/07/22	0	0	0	0	0	1	3	6	4	1	0	0	0	0	0	15
01:00	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
02:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	5
04:00	0	0	0	0	0	1	2	7	8	3	0	0	0	0	0	21
05:00	0	0	0	0	0	6	17	29	19	6	1	0	0	0	0	78
06:00	0	0	0	0	3	22	44	55	16	4	0	0	0	0	0	144
07:00	0	1	4	7	7	44	95	86	37	6	1	0	0	0	0	288
08:00	0	0	0	0	8	44	95	83	48	5	1	0	0	0	0	284
09:00	0	0	0	4	9	38	84	86	38	5	0	0	0	0	0	264
10:00	0	0	0	0	6	20	68	98	47	5	1	0	0	0	0	245
11:00	0	0	0	5	22	29	78	74	29	5	0	0	0	0	0	242
12 PM	0	0	0	0	2	28	88	99	40	4	1	0	0	0	0	262
13:00	0	5	5	4	5	25	93	110	31	6	1	0	0	0	0	285
14:00	0	0	0	0	11	37	92	106	45	0	1	0	0	0	0	292
15:00	0	0	0	10	15	35	97	106	42	7	0	0	0	0	0	312
16:00	0	0	0	4	9	49	109	84	41	4	1	0	0	0	0	301
17:00	0	0	0	13	21	53	91	83	25	2	0	0	0	0	0	288
18:00	0	0	0	0	1	9	48	76	37	12	1	0	0	0	0	184
19:00	0	0	0	0	0	8	28	31	15	4	1	0	0	0	0	87
20:00	0	0	0	1	0	3	17	21	19	6	0	0	0	0	0	67
21:00	0	0	0	0	0	2	10	26	9	4	2	0	0	0	0	53
22:00	0	0	0	0	2	1	4	8	9	2	1	1	0	0	0	28
23:00	0	0	0	0	0	2	5	6	1	2	0	0	0	0	0	16
Total	0	6	9	48	121	458	1170	1282	566	94	13	1	0	0	0	3768

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	0	0	2	3	4	0	1	0	1	0	0	11
01:00	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	2	0	1	2	0	0	0	0	0	6
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	1	0	9	5	6	2	1	0	1	0	0	25
Grand Total	0	9	26	161	773	2761	7251	8733	4012	805	114	15	2	1	2	24665

Stats

15th Percentile :	29 MPH
50th Percentile :	35 MPH
85th Percentile :	41 MPH
95th Percentile :	44 MPH
Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	15984
Percent in Pace :	64.8%
Number of Vehicles > 35 MPH :	13684
Percent of Vehicles > 35 MPH :	55.5%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	1	0	0	0	3	1	1	0	0	0	0	6
04:00	0	0	0	0	0	1	0	1	0	1	1	1	0	0	0	5
05:00	0	0	0	0	0	1	4	8	3	8	5	2	0	0	0	31
06:00	0	0	0	0	0	6	12	38	28	18	1	1	0	0	0	104
07:00	0	0	1	1	1	4	46	74	33	7	2	0	0	0	0	169
08:00	0	0	0	0	3	4	39	96	58	20	4	2	0	0	0	226
09:00	0	0	0	1	2	11	40	77	59	16	5	1	1	0	0	213
10:00	0	0	0	3	5	5	42	79	52	15	3	2	0	0	0	206
11:00	0	0	0	0	2	14	26	84	58	18	4	2	0	0	0	208
12 PM	0	0	0	0	0	8	38	82	66	17	4	1	0	0	0	216
13:00	0	0	0	4	1	9	64	87	61	17	3	1	0	0	0	247
14:00	0	0	1	0	1	13	62	105	80	24	4	0	0	0	0	290
15:00	0	0	0	0	1	16	47	111	76	26	2	0	1	0	0	280
16:00	0	0	0	0	1	4	61	145	94	10	2	0	0	0	0	317
17:00	0	0	0	0	4	13	59	139	87	23	4	0	0	0	0	329
18:00	0	0	0	0	1	10	41	67	78	23	8	0	0	0	0	228
19:00	0	0	0	0	0	1	4	49	56	18	4	0	0	1	0	133
20:00	0	0	0	0	0	3	10	31	64	23	7	0	0	0	0	138
21:00	0	0	0	0	0	1	5	24	22	15	3	1	0	0	0	71
22:00	0	0	0	0	1	1	5	14	26	13	2	2	0	0	0	64
23:00	0	0	0	0	2	1	3	3	11	5	1	2	0	0	0	28
Total	0	0	2	9	26	126	608	1314	1015	318	70	18	2	1	0	3509

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/01/22	0	0	0	0	0	0	1	1	4	0	4	0	0	0	0	10
01:00	0	0	0	0	0	1	2	1	4	1	1	1	0	0	0	11
02:00	0	0	0	0	0	0	1	1	4	0	1	0	0	0	0	7
03:00	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	4
04:00	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	6
05:00	0	0	0	0	0	2	4	5	15	5	3	0	0	0	0	34
06:00	0	0	0	0	0	10	17	47	46	17	4	4	0	0	0	145
07:00	0	0	1	0	3	8	49	97	62	19	7	1	0	0	0	247
08:00	0	0	0	0	4	7	33	101	79	23	4	0	0	0	0	251
09:00	0	0	0	0	2	5	22	78	59	28	7	1	0	0	0	202
10:00	0	0	0	0	2	9	33	75	63	27	3	2	0	0	0	214
11:00	0	0	0	0	4	11	27	77	67	35	12	1	0	0	0	234
12 PM	0	0	0	0	0	16	34	100	84	21	8	1	0	0	0	264
13:00	0	0	0	0	0	7	29	81	90	48	8	0	0	0	0	263
14:00	0	0	0	0	2	14	44	127	108	25	6	0	0	0	0	326
15:00	0	0	0	4	1	6	60	137	98	33	7	0	1	0	0	347
16:00	0	0	0	0	0	8	41	167	133	20	2	0	0	0	0	371
17:00	0	0	0	0	2	9	67	146	112	40	3	0	0	0	0	379
18:00	0	0	0	0	0	5	23	82	81	28	6	2	0	0	0	227
19:00	0	0	0	0	1	3	11	47	61	30	8	3	0	1	0	165
20:00	0	0	0	0	0	0	10	34	47	25	4	2	0	0	0	122
21:00	0	0	0	0	0	4	3	20	36	22	4	1	0	0	0	90
22:00	0	0	0	0	0	2	2	9	14	17	3	2	0	0	0	49
23:00	0	0	0	0	1	1	0	4	8	5	4	1	1	0	0	25
Total	0	0	1	4	22	130	515	1438	1278	471	109	22	2	1	0	3993

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/02/22	0	0	0	0	1	0	0	2	8	6	0	1	0	0	0	18
01:00	0	0	0	0	1	2	1	2	2	1	0	0	0	0	0	9
02:00	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	5
03:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
05:00	0	0	0	0	0	5	1	7	8	7	3	0	1	0	0	32
06:00	0	0	0	0	0	5	9	25	37	10	2	3	1	0	0	92
07:00	0	0	0	0	0	4	10	41	41	35	14	6	0	0	0	151
08:00	0	0	0	0	0	5	18	64	59	32	16	6	0	0	0	200
09:00	0	0	0	0	0	5	24	78	68	25	2	1	0	0	0	203
10:00	0	0	0	0	0	9	30	79	81	43	8	0	0	0	0	250
11:00	0	0	0	0	0	6	23	70	77	33	10	1	0	0	0	220
12 PM	0	1	0	1	1	14	41	78	104	35	8	1	0	0	1	285
13:00	0	0	0	0	3	11	58	105	78	37	5	1	0	0	1	299
14:00	0	0	0	0	2	10	52	134	115	28	7	1	0	0	0	349
15:00	0	0	0	0	0	19	72	132	112	42	7	0	0	0	0	384
16:00	0	0	0	0	2	8	50	160	124	38	2	0	0	0	0	384
17:00	0	0	0	0	3	12	61	128	106	31	4	0	0	0	0	345
18:00	0	0	0	0	0	4	18	69	97	41	6	1	0	0	0	236
19:00	0	0	0	0	1	4	23	64	66	40	12	1	0	0	0	211
20:00	0	0	0	0	0	5	7	42	47	30	5	0	1	0	0	137
21:00	0	0	0	0	2	2	12	26	39	28	10	2	0	0	0	121
22:00	0	0	0	0	2	3	8	17	40	22	9	1	0	0	0	102
23:00	0	0	0	0	0	1	3	10	14	10	1	1	1	0	0	41
Total	0	1	0	1	18	135	522	1336	1331	575	131	27	4	0	2	4083

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/03/22	0	0	0	0	0	0	1	2	2	5	1	0	1	0	0	12
01:00	0	0	0	0	1	1	2	1	2	5	3	1	0	0	0	16
02:00	0	0	0	0	0	0	0	4	2	0	1	0	0	0	0	7
03:00	0	0	0	0	0	0	0	3	0	1	0	1	1	0	0	6
04:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:00	0	0	0	0	0	1	1	2	3	1	1	0	0	0	0	9
06:00	0	0	0	0	0	0	4	9	7	7	4	1	0	0	0	32
07:00	0	0	0	0	0	4	2	24	25	17	3	1	0	0	0	76
08:00	0	0	0	0	0	0	6	24	37	16	3	0	0	0	0	86
09:00	0	0	0	0	1	0	19	61	57	24	3	0	0	0	0	165
10:00	0	0	0	0	1	5	30	63	69	18	8	1	0	0	0	195
11:00	0	0	0	0	2	11	41	88	79	14	3	1	0	0	0	239
12 PM	0	0	0	0	0	8	39	99	95	20	4	1	0	0	0	266
13:00	0	0	0	0	5	8	34	115	87	23	3	0	0	0	0	275
14:00	0	0	0	0	1	7	25	99	99	32	5	0	0	0	2	270
15:00	0	0	0	0	1	3	42	98	87	35	7	0	0	0	0	273
16:00	0	0	0	0	1	8	36	124	93	25	6	3	0	0	0	296
17:00	0	0	0	1	1	8	34	80	55	24	2	0	1	0	0	206
18:00	0	0	0	0	0	6	32	67	54	15	4	0	0	0	0	178
19:00	0	0	0	0	0	3	6	51	64	22	7	1	0	0	0	154
20:00	0	0	0	0	1	2	6	32	39	21	8	0	0	0	0	109
21:00	0	0	0	0	1	3	9	22	35	18	3	0	0	0	0	91
22:00	0	0	0	0	2	2	6	24	21	14	4	3	0	0	0	76
23:00	0	0	0	0	0	1	4	6	20	6	1	0	2	0	0	40
Total	0	0	0	1	18	81	380	1098	1032	364	84	14	5	0	2	3079

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/04/22	0	0	0	0	0	0	3	4	9	7	2	2	0	0	0	27
01:00	0	0	0	0	0	2	6	2	1	1	0	0	0	0	0	12
02:00	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:00	0	0	0	0	0	1	1	1	2	6	3	1	0	0	0	15
06:00	0	0	0	0	0	0	0	9	9	4	3	0	0	0	0	25
07:00	0	0	0	0	2	1	5	7	12	15	2	1	0	0	0	45
08:00	0	0	0	0	0	2	6	21	32	23	14	1	2	0	0	101
09:00	0	0	0	0	0	2	11	48	41	20	5	0	0	0	0	127
10:00	0	0	0	0	1	1	19	51	68	25	9	1	0	0	0	175
11:00	0	0	0	0	2	1	19	74	84	30	6	1	0	0	0	217
12 PM	0	0	0	0	0	1	22	74	77	30	13	0	0	0	0	217
13:00	0	0	0	0	2	4	31	101	88	31	10	3	0	0	0	270
14:00	0	0	0	0	2	1	35	85	87	39	8	3	0	0	0	260
15:00	0	0	0	0	1	2	24	82	90	35	10	1	0	0	0	245
16:00	0	0	1	0	3	22	63	91	62	13	0	0	0	0	0	255
17:00	0	0	0	0	0	6	32	100	101	32	7	0	0	0	0	278
18:00	0	0	0	0	1	4	13	69	59	35	9	2	0	0	0	192
19:00	0	0	0	0	0	2	15	40	43	30	12	4	1	0	0	147
20:00	0	0	0	0	0	4	6	12	34	24	2	2	0	0	0	84
21:00	0	0	0	0	1	0	5	16	19	22	6	0	0	1	0	70
22:00	0	0	0	0	0	1	1	4	9	11	6	2	0	0	0	34
23:00	0	0	0	0	1	3	0	2	8	7	2	1	0	0	1	25
Total	0	0	1	0	16	60	319	893	939	444	130	25	3	1	1	2832

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/05/22	0	0	0	0	0	1	0	1	2	5	0	0	0	0	0	9
01:00	0	0	0	0	1	0	0	1	2	2	0	1	1	0	0	8
02:00	0	0	0	0	0	0	1	1	0	5	1	0	0	0	0	8
03:00	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	5
05:00	0	0	0	0	0	3	5	6	7	2	2	1	1	0	0	27
06:00	0	0	0	1	1	4	10	26	32	20	5	2	0	0	1	102
07:00	0	0	0	0	1	3	22	43	61	24	9	1	0	0	0	164
08:00	0	0	0	0	2	9	17	60	74	19	3	0	0	0	0	184
09:00	0	0	1	0	1	12	16	45	59	24	7	0	0	0	0	165
10:00	0	0	7	5	4	8	21	62	68	17	6	2	0	0	0	200
11:00	0	0	0	0	2	5	24	67	68	29	9	1	0	0	0	205
12 PM	0	0	0	0	1	9	39	90	90	39	6	0	0	0	0	274
13:00	0	0	0	0	1	10	23	98	75	32	6	0	0	0	0	245
14:00	0	1	0	1	1	8	38	86	92	32	7	3	0	0	0	269
15:00	0	0	0	2	1	12	51	133	108	37	2	0	0	0	0	346
16:00	0	0	0	0	0	5	45	135	115	33	3	0	0	0	0	336
17:00	0	0	0	0	2	10	45	118	104	32	6	1	1	0	0	319
18:00	0	0	0	0	0	2	20	74	86	23	5	1	1	0	0	212
19:00	0	0	0	0	1	1	6	28	54	28	8	0	0	0	0	126
20:00	0	0	0	0	1	2	6	23	38	28	6	2	2	0	0	108
21:00	0	0	0	0	0	1	5	12	29	18	4	2	1	0	0	72
22:00	0	0	0	0	0	0	3	8	12	8	4	1	0	0	0	36
23:00	0	0	0	0	1	0	1	2	9	3	2	1	2	0	0	21
Total	0	1	8	9	21	105	398	1122	1188	464	101	19	9	1	1	3447

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/06/22	0	0	0	0	0	0	1	1	2	3	1	0	0	0	0	8
01:00	0	0	1	0	0	1	1	1	1	3	0	1	0	0	0	9
02:00	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	6
03:00	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5
04:00	0	0	0	0	0	1	0	2	3	2	0	1	0	0	0	9
05:00	0	0	0	0	0	3	6	8	8	3	0	3	0	0	0	31
06:00	0	0	0	0	0	9	11	40	36	17	4	1	0	0	0	118
07:00	0	0	0	0	2	10	42	71	59	26	8	0	1	0	0	219
08:00	0	0	0	1	1	4	30	68	94	19	5	0	0	0	0	222
09:00	0	0	0	0	1	17	36	75	54	18	4	1	0	0	0	206
10:00	0	0	0	0	1	9	37	63	57	26	6	0	0	0	0	199
11:00	0	0	0	0	0	8	40	80	56	20	0	1	0	0	0	205
12 PM	0	0	0	3	4	8	36	97	61	19	3	1	0	0	0	232
13:00	0	3	3	2	4	10	43	88	65	19	5	0	0	0	0	242
14:00	0	0	0	1	1	8	40	110	84	23	5	3	0	0	0	275
15:00	0	0	1	6	6	27	54	98	71	17	1	0	0	0	0	281
16:00	0	0	0	0	7	20	74	132	104	25	2	0	1	0	0	365
17:00	0	0	0	0	0	16	88	117	73	17	3	1	0	0	0	315
18:00	0	0	0	0	1	2	21	69	66	20	4	0	0	0	0	183
19:00	0	0	0	0	1	3	19	49	53	18	6	0	0	0	0	149
20:00	0	0	0	1	0	7	15	20	40	21	5	2	0	0	0	111
21:00	0	0	0	0	0	1	6	15	25	9	2	0	0	0	0	58
22:00	0	0	1	7	6	8	5	10	9	6	2	0	0	0	0	54
23:00	0	0	0	0	2	2	4	11	10	7	5	1	0	0	0	42
Total	0	3	6	21	37	175	611	1226	1035	339	73	16	2	0	0	3544

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/07/22	0	0	0	0	0	0	2	1	2	3	1	0	0	0	0	9
01:00	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	3	2	1	0	1	0	0	0	0	7
04:00	0	0	0	0	0	0	2	0	1	2	1	1	0	0	0	7
05:00	0	0	0	0	0	3	3	8	9	4	2	0	0	0	0	29
06:00	0	0	0	1	1	7	19	38	40	15	4	0	1	0	0	126
07:00	0	0	0	3	1	9	37	83	55	22	7	1	0	2	0	220
08:00	0	0	0	0	1	7	27	97	79	8	5	0	0	0	0	224
09:00	0	0	0	0	4	10	43	78	55	16	0	0	0	0	0	206
10:00	0	0	0	2	0	7	28	68	72	21	5	0	0	0	0	203
11:00	0	0	1	0	7	14	35	65	63	27	5	0	0	0	0	217
12 PM	0	0	0	0	7	8	41	119	83	14	6	0	0	0	0	278
13:00	0	0	0	1	1	9	40	113	77	24	5	1	0	0	0	271
14:00	0	0	0	0	3	17	77	105	69	30	3	1	0	0	0	305
15:00	0	0	0	0	2	4	42	137	116	27	2	0	0	1	0	331
16:00	0	0	0	1	3	10	50	117	109	35	4	2	1	0	0	332
17:00	0	0	0	0	2	18	79	125	108	23	4	0	0	0	0	359
18:00	0	0	0	0	0	6	22	58	84	42	7	1	0	0	0	220
19:00	0	0	0	0	0	3	11	32	60	22	4	2	0	0	0	134
20:00	0	0	0	0	0	3	8	35	51	21	2	0	0	0	0	120
21:00	0	0	0	0	0	3	10	17	26	16	5	0	1	0	0	78
22:00	0	0	0	0	0	1	3	19	17	6	3	1	0	0	0	50
23:00	0	0	0	0	0	1	1	3	11	6	0	0	1	0	0	23
Total	0	0	1	8	32	140	584	1324	1191	387	76	10	4	3	0	3760

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 390' W of NY 32
Date: 11/30/2022

GPS: 42.083271, -73.977623

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	0	0	2	0	2	5	0	0	0	0	0	9
01:00	0	0	0	0	0	0	2	3	2	2	1	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:00	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	8
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	3	7	4	5	9	1	0	0	0	0	29
Grand Total	0	5	19	53	190	955	3944	9755	9014	3371	775	151	31	7	6	28276

Stats

15th Percentile :	33 MPH
50th Percentile :	39 MPH
85th Percentile :	45 MPH
95th Percentile :	49 MPH
Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	18769
Percent in Pace :	66.4%
Number of Vehicles > 35 MPH :	23110
Percent of Vehicles > 35 MPH :	81.7%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

Start Time	Mon 28-Nov-22	Tue 29-Nov-22	Wed 30-Nov-22	Thu 01-Dec-22	Fri 02-Dec-22		Average Day		Sat 03-Dec-22	Sun 04-Dec-22		Week Average		
12:00 AM	*	*	*	18	28		23		30	39		29		
01:00	*	*	*	13	8		10		15	16		13		
02:00	*	*	10	10	11		10		12	13		11		
03:00	*	*	24	20	19		21		18	17		20		
04:00	*	*	37	48	43		43		21	22		34		
05:00	*	*	154	157	138		150		64	34		109		
06:00	*	*	309	307	309		308		117	79		224		
07:00	*	*	**559**	**547**	517		**541**		190	142		391		
08:00	*	*	517	528	**525**		523		302	238		422		
09:00	*	*	467	459	464		463		438	354		436		
10:00	*	*	412	425	448		428		459	472		443		
11:00	*	*	417	451	483		450		**514**	**571**		**487**		
12:00 PM	*	*	435	508	525		489		**531**	**564**		513		
01:00	*	*	443	475	507		475		523	529		495		
02:00	*	*	386	459	472		439		414	461		438		
03:00	*	*	448	516	554		506		424	416		472		
04:00	*	*	**506**	**565**	**612**		**561**		401	498		**516**		
05:00	*	*	390	533	567		497		381	371		448		
06:00	*	*	276	317	385		326		278	278		307		
07:00	*	*	168	198	253		206		192	198		202		
08:00	*	*	129	162	175		155		146	127		148		
09:00	*	*	78	112	125		105		116	89		104		
10:00	*	*	89	68	99		85		138	77		94		
11:00	*	*	58	47	71		59		82	31		58		
Day Total	0	0	6312	6943	7338		6873		5806	5636		6414		
% Avg. WkDay	0.0%	0.0%	91.8%	101.0%	106.8%									
% Avg. Week	0.0%	0.0%	98.4%	108.2%	114.4%		107.2%		90.5%	87.9%				
AM Peak	-	-	07:00	07:00	08:00	-	07:00	-	11:00	11:00	-	11:00	-	-
Vol.	-	-	559	547	525	-	541	-	514	571	-	487	-	-
PM Peak	-	-	16:00	16:00	16:00	-	16:00	-	12:00	12:00	-	16:00	-	-
Vol.	-	-	506	565	612	-	561	-	531	564	-	516	-	-

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

Start Time	Mon 05-Dec-22	Tue 06-Dec-22	Wed 07-Dec-22	Thu 08-Dec-22	Fri 09-Dec-22	Average Day	Sat 10-Dec-22	Sun 11-Dec-22	Week Average
12:00 AM	22	15	25	**29**	*	23	*	*	23
01:00	8	16	19	15	*	14	*	*	14
02:00	13	11	12	10	*	12	*	*	12
03:00	28	21	17	25	*	23	*	*	23
04:00	43	40	35	27	*	36	*	*	36
05:00	154	145	153	*	*	151	*	*	151
06:00	299	304	293	*	*	299	*	*	299
07:00	525	**534**	525	*	*	**528**	*	*	**528**
08:00	**535**	512	**528**	*	*	525	*	*	525
09:00	395	417	472	*	*	428	*	*	428
10:00	453	446	413	*	*	437	*	*	437
11:00	419	427	449	*	*	432	*	*	432
12:00 PM	480	**500**	457	*	*	479	*	*	479
01:00	454	443	496	*	*	464	*	*	464
02:00	471	429	487	*	*	462	*	*	462
03:00	479	496	480	*	*	485	*	*	485
04:00	**507**	476	**542**	*	*	**508**	*	*	**508**
05:00	443	458	465	*	*	455	*	*	455
06:00	264	288	334	*	*	295	*	*	295
07:00	201	172	193	*	*	189	*	*	189
08:00	141	134	126	*	*	134	*	*	134
09:00	74	81	110	*	*	88	*	*	88
10:00	44	72	63	*	*	60	*	*	60
11:00	32	37	46	*	*	38	*	*	38
Day Total	6484	6474	6740	106	0	6565	0	0	6565
% Avg. WkDay	98.8%	98.6%	102.7%	1.6%	0.0%				
% Avg. Week	98.8%	98.6%	102.7%	1.6%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	00:00	-	07:00	-	-	07:00
Vol.	535	534	528	29	-	528	-	-	528
PM Peak	16:00	12:00	16:00	-	-	16:00	-	-	16:00
Vol.	507	500	542	-	-	508	-	-	508

Grand Total	6484	6474	13052	7049	7338	13438	5806	5636	12979

ADT ADT 9,560 AADT 9,560

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

Start	28-Nov-22		29-Nov-22		30-Nov-22		01-Dec-22		02-Dec-22		Weekday Average		03-Dec-22		04-Dec-22	
Time	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2
12:00 AM	*	*	*	*	*	*	21	12	25	20	23	16	33	17	36	21
01:00	*	*	*	*	*	*	8	8	16	6	12	7	19	16	14	13
02:00	*	*	*	*	6	5	8	8	9	7	8	7	6	5	8	8
03:00	*	*	*	*	12	7	8	4	15	10	12	7	8	7	5	6
04:00	*	*	*	*	17	6	17	4	15	10	16	7	8	6	18	7
05:00	*	*	*	*	62	21	64	28	62	24	63	24	29	6	35	12
06:00	*	*	*	*	138	77	141	102	117	78	132	86	64	29	60	24
07:00	*	*	*	*	194	**188**	241	196	252	174	229	186	118	69	126	43
08:00	*	*	*	*	215	184	221	197	310	193	249	191	185	87	205	106
09:00	*	*	*	*	225	167	249	150	289	193	254	170	251	149	255	104
10:00	*	*	*	*	**252**	171	240	180	317	**205**	270	185	276	175	276	157
11:00	*	*	*	*	241	187	**271**	**210**	**330**	183	**281**	**193**	**316**	**204**	**297**	**166**
12:00 PM	*	*	*	*	302	207	327	231	343	248	324	229	305	224	352	207
01:00	*	*	*	*	272	212	307	204	365	255	315	224	345	243	308	238
02:00	*	*	*	*	304	263	346	288	421	310	357	287	331	232	**361**	222
03:00	*	*	*	*	410	240	450	299	542	324	467	288	**388**	226	321	216
04:00	*	*	*	*	**482**	261	**527**	325	**558**	**332**	**522**	**306**	336	**256**	324	225
05:00	*	*	*	*	435	**295**	521	**326**	496	298	484	306	340	180	341	**240**
06:00	*	*	*	*	290	207	327	207	389	200	335	205	251	140	234	159
07:00	*	*	*	*	167	125	256	146	357	189	260	153	198	122	219	130
08:00	*	*	*	*	132	109	185	109	286	142	201	120	205	101	119	81
09:00	*	*	*	*	120	76	157	91	222	125	166	97	151	83	78	62
10:00	*	*	*	*	78	45	81	46	151	85	103	59	108	65	47	38
11:00	*	*	*	*	33	19	42	30	85	39	53	29	61	34	37	20
Total	0	0	0	0	4387	3072	5015	3401	5972	3650	5136	3382	4332	2676	4076	2505
Day	0		0		7459		8416		9622		8518		7008		6581	
AM Peak	-	-	-	-	10:00	07:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	252	188	271	210	330	205	281	193	316	204	297	166
PM Peak	-	-	-	-	16:00	17:00	16:00	17:00	16:00	16:00	16:00	16:00	15:00	16:00	14:00	17:00
Vol.	-	-	-	-	482	295	527	326	558	332	522	306	388	256	361	240

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

Start	05-Dec-22		06-Dec-22		07-Dec-22		08-Dec-22		09-Dec-22		Weekday Average		10-Dec-22		11-Dec-22	
Time	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2	WB 1	WB 2
12:00 AM	14	11	16	11	30	8	**25**	**12**	*	*	21	10	*	*	*	*
01:00	6	8	5	8	7	5	16	12	*	*	8	8	*	*	*	*
02:00	7	9	7	6	7	9	4	3	*	*	6	7	*	*	*	*
03:00	10	9	12	7	11	5	12	9	*	*	11	8	*	*	*	*
04:00	19	11	19	8	11	6	5	6	*	*	14	8	*	*	*	*
05:00	55	21	57	22	65	18	*	*	*	*	59	20	*	*	*	*
06:00	137	86	123	85	129	82	*	*	*	*	130	84	*	*	*	*
07:00	222	173	197	158	198	184	*	*	*	*	206	172	*	*	*	*
08:00	**282**	**180**	234	163	219	169	*	*	*	*	245	171	*	*	*	*
09:00	244	169	216	159	254	169	*	*	*	*	238	166	*	*	*	*
10:00	231	175	217	166	226	171	*	*	*	*	225	171	*	*	*	*
11:00	254	167	**258**	**181**	**279**	**194**	*	*	*	*	**264**	**181**	*	*	*	*
12:00 PM	305	258	308	215	283	252	*	*	*	*	299	242	*	*	*	*
01:00	305	213	315	217	292	217	*	*	*	*	304	216	*	*	*	*
02:00	347	251	312	249	323	278	*	*	*	*	327	259	*	*	*	*
03:00	402	290	408	245	457	276	*	*	*	*	422	270	*	*	*	*
04:00	**497**	**320**	441	**298**	**519**	281	*	*	*	*	**486**	**300**	*	*	*	*
05:00	422	276	**465**	272	447	**307**	*	*	*	*	445	285	*	*	*	*
06:00	276	191	249	160	293	188	*	*	*	*	273	180	*	*	*	*
07:00	206	115	199	128	220	128	*	*	*	*	208	124	*	*	*	*
08:00	140	107	158	122	178	114	*	*	*	*	159	114	*	*	*	*
09:00	86	64	107	58	105	73	*	*	*	*	99	65	*	*	*	*
10:00	61	30	66	40	77	50	*	*	*	*	68	40	*	*	*	*
11:00	37	16	35	25	65	21	*	*	*	*	46	21	*	*	*	*
Total	4565	3150	4424	3003	4695	3205	62	42	0	0	4563	3122	0	0	0	0
Day	7715		7427		7900		104		0		7685		0		0	
AM Peak	08:00	08:00	11:00	11:00	11:00	11:00	00:00	00:00	-	-	11:00	11:00	-	-	-	-
Vol.	282	180	258	181	279	194	25	12	-	-	264	181	-	-	-	-
PM Peak	16:00	16:00	17:00	16:00	16:00	17:00	-	-	-	-	16:00	16:00	-	-	-	-
Vol.	497	320	465	298	519	307	-	-	-	-	486	300	-	-	-	-

Comb. Total	7715	7427	15359	8520	9622	16203	7008	6581

ADT ADT 7,773 AADT 7,773

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	3	2	3	2	0	0	0	0	0	0	10
03:00	0	0	0	0	0	4	2	4	6	6	2	0	0	0	0	24
04:00	0	0	0	0	0	1	3	9	14	10	0	0	0	0	0	37
05:00	0	0	0	0	0	10	14	38	60	26	5	1	0	0	0	154
06:00	0	0	0	0	4	12	58	110	94	26	3	2	0	0	0	309
07:00	0	0	1	10	28	75	146	166	106	24	3	0	0	0	0	559
08:00	0	0	0	0	23	86	153	159	77	17	2	0	0	0	0	517
09:00	0	0	7	17	16	45	111	171	84	14	2	0	0	0	0	467
10:00	0	0	0	1	8	20	104	163	90	25	1	0	0	0	0	412
11:00	0	0	0	0	9	35	87	165	93	23	5	0	0	0	0	417
12 PM	0	0	0	0	1	19	112	194	74	34	1	0	0	0	0	435
13:00	0	0	0	1	4	35	105	177	91	27	2	1	0	0	0	443
14:00	0	0	0	0	2	13	93	166	80	24	8	0	0	0	0	386
15:00	0	1	9	8	18	39	98	145	107	22	1	0	0	0	0	448
16:00	0	0	6	17	27	70	142	158	72	12	1	1	0	0	0	506
17:00	0	0	0	0	1	26	131	140	74	16	2	0	0	0	0	390
18:00	0	0	0	0	1	11	63	102	73	17	9	0	0	0	0	276
19:00	0	0	0	0	0	3	27	61	55	15	5	2	0	0	0	168
20:00	0	0	0	0	0	2	15	35	56	17	2	2	0	0	0	129
21:00	0	0	0	0	0	3	6	19	31	16	3	0	0	0	0	78
22:00	0	0	0	0	0	1	11	19	37	16	4	1	0	0	0	89
23:00	0	0	0	0	0	5	8	20	15	9	1	0	0	0	0	58
Total	0	1	23	54	142	518	1491	2224	1391	396	62	10	0	0	0	6312

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/01/22	0	0	0	0	1	0	4	5	3	4	1	0	0	0	0	18
01:00	0	0	0	0	0	2	1	4	4	1	1	0	0	0	0	13
02:00	0	0	0	1	0	2	2	4	1	0	0	0	0	0	0	10
03:00	0	0	0	0	0	1	2	8	6	2	0	1	0	0	0	20
04:00	0	0	0	0	1	5	9	14	14	4	0	1	0	0	0	48
05:00	0	0	0	3	2	3	21	52	52	18	4	1	1	0	0	157
06:00	0	0	0	0	2	10	41	111	96	41	6	0	0	0	0	307
07:00	0	1	4	10	13	50	163	185	91	24	5	1	0	0	0	547
08:00	0	1	4	13	27	47	126	201	83	21	4	1	0	0	0	528
09:00	0	0	0	0	2	19	102	180	120	30	5	1	0	0	0	459
10:00	0	0	1	1	7	22	71	159	115	40	6	3	0	0	0	425
11:00	0	0	0	0	7	32	97	154	119	35	7	0	0	0	0	451
12 PM	0	0	0	3	9	44	93	202	120	28	9	0	0	0	0	508
13:00	0	0	0	0	0	37	105	168	112	47	5	1	0	0	0	475
14:00	0	0	0	0	2	31	99	175	114	29	6	2	1	0	0	459
15:00	0	0	1	7	25	59	128	172	98	22	3	0	1	0	0	516
16:00	0	0	7	17	16	46	156	199	101	20	2	1	0	0	0	565
17:00	0	4	15	14	20	31	118	192	111	27	1	0	0	0	0	533
18:00	0	0	0	0	0	13	50	125	109	16	3	1	0	0	0	317
19:00	0	0	0	0	0	5	21	60	79	26	5	2	0	0	0	198
20:00	0	0	0	0	0	1	23	59	56	20	2	1	0	0	0	162
21:00	0	0	0	0	0	6	8	25	52	19	2	0	0	0	0	112
22:00	0	0	0	0	1	3	8	22	22	7	4	0	1	0	0	68
23:00	0	0	0	0	0	1	10	15	13	6	2	0	0	0	0	47
Total	0	6	32	69	135	470	1458	2491	1691	487	83	17	4	0	0	6943

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/02/22	0	0	0	0	1	2	4	10	7	3	1	0	0	0	0	28
01:00	0	0	0	0	0	1	0	4	1	1	0	1	0	0	0	8
02:00	0	0	0	0	0	1	3	4	0	1	0	1	0	1	0	11
03:00	0	0	0	0	0	2	1	10	3	3	0	0	0	0	0	19
04:00	0	0	0	0	0	1	9	12	10	8	3	0	0	0	0	43
05:00	0	0	0	0	0	5	6	43	55	21	6	2	0	0	0	138
06:00	0	0	0	0	7	10	52	110	85	40	4	1	0	0	0	309
07:00	0	0	1	9	20	48	111	179	106	33	9	1	0	0	0	517
08:00	0	1	8	22	27	34	112	174	100	44	3	0	0	0	0	525
09:00	0	0	0	1	16	25	66	164	140	39	12	1	0	0	0	464
10:00	0	0	0	0	3	18	75	167	132	43	10	0	0	0	0	448
11:00	0	0	8	2	24	24	92	158	127	42	5	1	0	0	0	483
12 PM	0	0	0	0	2	32	117	198	139	35	2	0	0	0	0	525
13:00	0	0	0	2	14	38	111	193	114	33	2	0	0	0	0	507
14:00	0	1	7	14	13	38	103	174	97	19	6	0	0	0	0	472
15:00	0	0	1	8	23	55	143	209	96	15	4	0	0	0	0	554
16:00	0	0	18	32	46	74	155	172	94	18	3	0	0	0	0	612
17:00	0	2	7	22	24	54	178	170	81	25	4	0	0	0	0	567
18:00	0	0	0	6	1	10	74	155	117	20	2	0	0	0	0	385
19:00	0	0	0	0	0	10	44	104	64	28	3	0	0	0	0	253
20:00	0	0	0	0	0	4	23	59	64	19	5	1	0	0	0	175
21:00	0	0	0	0	0	11	14	45	32	17	5	0	1	0	0	125
22:00	0	0	0	0	0	4	8	27	38	18	4	0	0	0	0	99
23:00	0	0	0	0	0	1	9	25	24	12	0	0	0	0	0	71
Total	0	4	50	118	221	502	1510	2566	1726	537	93	9	1	1	0	7338

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/03/22	0	0	0	0	0	2	3	8	8	7	0	1	0	0	1	30
01:00	0	0	0	0	0	1	4	6	3	1	0	0	0	0	0	15
02:00	0	0	0	0	0	1	1	4	3	3	0	0	0	0	0	12
03:00	0	0	0	0	0	1	1	5	8	3	0	0	0	0	0	18
04:00	0	0	0	0	2	1	0	10	6	1	1	0	0	0	0	21
05:00	0	0	0	0	1	3	5	19	20	8	8	0	0	0	0	64
06:00	0	0	0	0	0	6	11	39	45	12	3	1	0	0	0	117
07:00	0	0	0	1	3	4	23	74	60	20	4	1	0	0	0	190
08:00	0	0	0	0	0	4	50	122	96	25	5	0	0	0	0	302
09:00	0	0	0	0	0	19	90	173	133	20	2	1	0	0	0	438
10:00	0	0	0	1	0	19	110	183	114	28	4	0	0	0	0	459
11:00	0	0	0	10	16	47	118	179	120	22	2	0	0	0	0	514
12 PM	0	0	0	0	2	22	127	235	118	21	5	0	1	0	0	531
13:00	0	0	0	5	10	30	126	219	100	31	2	0	0	0	0	523
14:00	0	0	0	0	4	10	75	179	108	35	3	0	0	0	0	414
15:00	0	0	0	2	2	22	98	156	104	36	4	0	0	0	0	424
16:00	0	0	0	0	3	15	79	167	110	23	3	1	0	0	0	401
17:00	0	0	0	0	0	13	92	150	105	19	2	0	0	0	0	381
18:00	0	0	0	0	1	2	35	101	105	26	7	1	0	0	0	278
19:00	0	0	0	0	0	6	22	78	66	17	3	0	0	0	0	192
20:00	0	0	0	0	2	2	24	57	45	10	6	0	0	0	0	146
21:00	0	0	0	0	0	4	16	40	35	19	2	0	0	0	0	116
22:00	0	0	0	0	1	1	11	46	57	17	5	0	0	0	0	138
23:00	0	0	0	0	1	0	12	26	29	9	4	0	0	1	0	82
Total	0	0	0	19	48	235	1133	2276	1598	413	75	6	1	1	1	5806

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/04/22	0	0	0	0	0	0	6	6	17	7	2	1	0	0	0	39
01:00	0	0	0	0	0	0	4	3	6	2	1	0	0	0	0	16
02:00	0	0	0	0	0	0	0	3	6	3	0	1	0	0	0	13
03:00	0	0	0	0	0	3	1	4	6	2	1	0	0	0	0	17
04:00	0	0	0	0	0	0	3	9	7	3	0	0	0	0	0	22
05:00	0	0	0	0	0	1	4	9	9	6	4	0	0	1	0	34
06:00	0	0	0	0	0	3	6	33	23	10	4	0	0	0	0	79
07:00	0	0	0	0	0	6	20	41	51	18	5	1	0	0	0	142
08:00	0	0	0	0	0	4	22	83	80	35	12	1	0	1	0	238
09:00	0	0	0	0	0	2	31	112	159	39	10	0	0	0	0	353
10:00	0	0	0	0	2	8	72	181	138	60	11	0	0	0	0	472
11:00	0	4	13	22	52	46	95	171	123	43	1	1	0	0	0	571
12 PM	0	1	0	5	6	21	98	238	166	25	4	0	0	0	0	564
13:00	0	0	0	3	5	26	101	206	133	48	7	0	0	0	0	529
14:00	0	0	0	0	7	15	68	160	154	49	6	2	0	0	0	461
15:00	0	0	0	0	4	7	55	168	142	29	10	0	1	0	0	416
16:00	0	2	1	8	11	56	116	181	104	19	0	0	0	0	0	498
17:00	0	0	0	0	7	12	63	148	110	28	3	0	0	0	0	371
18:00	0	0	0	0	0	3	34	104	105	30	2	0	0	0	0	278
19:00	0	0	0	0	0	6	25	65	60	37	3	2	0	0	0	198
20:00	0	0	0	0	4	7	7	34	51	18	6	0	0	0	0	127
21:00	0	0	0	0	0	3	5	26	28	20	6	1	0	0	0	89
22:00	0	0	0	0	0	0	14	19	26	13	3	1	1	0	0	77
23:00	0	0	0	0	0	1	7	6	12	3	2	0	0	0	0	31
Total	0	7	14	38	98	230	857	2010	1716	547	103	11	2	2	0	5635

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/05/22	0	0	0	0	0	0	3	8	8	1	2	0	0	0	0	22
01:00	0	0	0	0	0	3	0	1	2	1	1	0	0	0	0	8
02:00	0	0	0	0	0	1	3	4	3	2	0	0	0	0	0	13
03:00	0	0	0	0	0	2	2	11	10	2	1	0	0	0	0	28
04:00	0	0	0	0	0	0	8	13	17	3	2	0	0	0	0	43
05:00	0	0	0	0	1	11	21	45	49	23	3	0	1	0	0	154
06:00	0	0	0	0	0	14	53	98	81	39	12	1	1	0	0	299
07:00	0	0	0	3	19	49	133	187	107	24	3	0	0	0	0	525
08:00	0	1	3	8	15	40	113	179	122	47	7	0	0	0	0	535
09:00	0	0	1	1	4	17	68	135	125	35	8	1	0	0	0	395
10:00	0	0	0	1	12	37	83	150	115	44	11	0	0	0	0	453
11:00	0	0	0	1	15	18	76	165	100	37	5	2	0	0	0	419
12 PM	0	0	0	1	14	50	100	173	110	30	1	1	0	0	0	480
13:00	0	0	0	3	10	15	96	172	114	39	5	0	0	0	0	454
14:00	0	0	0	5	14	19	99	188	100	43	1	2	0	0	0	471
15:00	0	0	0	2	7	29	101	191	122	21	5	1	0	0	0	479
16:00	0	0	2	10	18	54	132	169	101	18	3	0	0	0	0	507
17:00	0	0	0	2	4	16	107	167	120	27	0	0	0	0	0	443
18:00	0	0	0	0	0	5	33	96	81	43	6	0	0	0	0	264
19:00	0	0	0	0	0	2	19	67	78	30	4	1	0	0	0	201
20:00	0	0	0	2	4	3	9	53	50	19	0	1	0	0	0	141
21:00	0	0	0	0	0	1	9	20	30	11	2	1	0	0	0	74
22:00	0	0	0	0	1	2	8	16	10	6	1	0	0	0	0	44
23:00	0	0	0	0	0	1	3	7	12	7	1	1	0	0	0	32
Total	0	1	6	39	138	389	1279	2315	1667	552	84	12	2	0	0	6484

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/06/22	0	0	0	0	0	1	4	6	4	0	0	0	0	0	0	15
01:00	0	0	0	0	0	0	7	6	3	0	0	0	0	0	0	16
02:00	0	0	0	0	0	1	2	1	5	2	0	0	0	0	0	11
03:00	0	0	0	0	0	1	2	6	9	1	2	0	0	0	0	21
04:00	0	0	0	0	1	4	6	12	8	6	3	0	0	0	0	40
05:00	0	0	0	0	3	8	17	35	48	33	1	0	0	0	0	145
06:00	0	0	0	0	0	8	43	118	95	34	5	1	0	0	0	304
07:00	0	2	8	24	32	63	168	142	74	17	2	0	0	2	0	534
08:00	0	0	0	9	30	46	106	172	118	25	4	2	0	0	0	512
09:00	0	0	1	2	9	26	90	170	104	14	1	0	0	0	0	417
10:00	0	0	0	0	9	33	101	170	106	25	2	0	0	0	0	446
11:00	0	2	5	17	19	31	75	159	94	22	2	1	0	0	0	427
12 PM	0	0	0	0	14	53	119	166	107	39	2	0	0	0	0	500
13:00	0	0	0	0	23	29	74	182	103	30	2	0	0	0	0	443
14:00	0	0	0	2	9	25	97	175	93	21	3	3	1	0	0	429
15:00	0	0	1	9	8	57	121	185	97	15	3	0	0	0	0	496
16:00	0	0	3	10	23	54	140	138	99	8	1	0	0	0	0	476
17:00	0	0	0	0	12	42	137	174	76	16	1	0	0	0	0	458
18:00	0	0	0	0	2	12	64	101	82	22	2	2	1	0	0	288
19:00	0	0	0	0	0	3	17	75	60	14	3	0	0	0	0	172
20:00	0	0	0	0	0	5	27	41	47	10	4	0	0	0	0	134
21:00	0	0	0	0	0	2	13	32	24	8	2	0	0	0	0	81
22:00	0	0	0	0	0	2	14	22	16	16	2	0	0	0	0	72
23:00	0	0	0	0	2	4	4	17	6	4	0	0	0	0	0	37
Total	0	4	18	73	196	510	1448	2305	1478	382	47	9	2	2	0	6474

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/07/22	0	0	0	0	0	4	3	10	3	3	2	0	0	0	0	25
01:00	0	0	0	0	4	1	4	7	2	1	0	0	0	0	0	19
02:00	0	0	0	0	0	2	2	5	2	1	0	0	0	0	0	12
03:00	0	0	0	0	1	4	3	4	3	1	1	0	0	0	0	17
04:00	0	0	0	0	1	2	9	5	12	3	2	1	0	0	0	35
05:00	0	0	0	0	5	8	26	47	51	12	4	0	0	0	0	153
06:00	0	0	0	0	1	14	51	110	82	31	3	0	0	0	0	292
07:00	0	0	2	4	17	62	162	167	88	20	3	0	0	0	0	525
08:00	0	0	0	1	13	56	137	191	105	24	1	0	0	0	0	528
09:00	0	0	0	0	5	39	151	176	74	22	5	0	0	0	0	472
10:00	0	0	0	1	1	14	67	185	113	23	7	2	0	0	0	413
11:00	0	0	6	4	11	47	110	151	102	16	2	0	0	0	0	449
12 PM	0	0	0	0	3	31	98	187	108	26	4	0	0	0	0	457
13:00	0	0	3	8	8	38	138	172	99	24	6	0	0	0	0	496
14:00	0	1	2	5	16	49	121	181	90	21	1	0	0	0	0	487
15:00	0	10	52	32	14	31	91	143	76	28	3	0	0	0	0	480
16:00	0	6	29	16	19	54	107	179	113	14	4	1	0	0	0	542
17:00	0	1	2	5	7	40	134	171	80	20	5	0	0	0	0	465
18:00	0	0	0	0	0	12	73	127	93	20	9	0	0	0	0	334
19:00	0	0	0	0	1	7	27	79	58	17	3	1	0	0	0	193
20:00	0	0	0	0	0	1	19	41	46	14	4	0	0	0	1	126
21:00	0	0	0	0	0	3	11	45	27	20	3	0	1	0	0	110
22:00	0	0	0	0	1	1	10	20	21	6	2	0	2	0	0	63
23:00	0	0	0	0	2	0	11	15	16	0	2	0	0	0	0	46
Total	0	18	96	76	130	520	1565	2418	1464	367	76	5	3	0	1	6739

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	2	0	4	13	7	2	1	0	0	0	0	29
01:00	0	0	0	0	1	1	2	5	4	1	1	0	0	0	0	15
02:00	0	0	0	0	0	2	2	4	2	0	0	0	0	0	0	10
03:00	0	0	0	0	1	1	3	7	7	4	1	1	0	0	0	25
04:00	0	0	0	0	0	2	12	6	3	3	1	0	0	0	0	27
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	4	6	23	35	23	10	4	1	0	0	0	106
Grand Total	0	41	239	486	1112	3380	10764	18640	12754	3691	627	80	15	6	2	51837

Stats

15th Percentile :	31 MPH
50th Percentile :	37 MPH
85th Percentile :	43 MPH
95th Percentile :	47 MPH
Mean Speed(Average) :	38 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	31394
Percent in Pace :	60.6%
Number of Vehicles > 35 MPH :	35815
Percent of Vehicles > 35 MPH :	69.1%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	**1**	0	0	0	0	3	0	2	0	0	0	0	6	51	53
03:00	0	0	0	0	0	1	1	5	4	0	0	1	0	0	12	47	60
04:00	0	0	0	0	0	0	0	9	8	0	0	0	0	0	17	47	48
05:00	0	0	0	0	0	2	6	19	28	5	**2**	0	0	0	62	48	52
06:00	0	0	0	0	**1**	3	21	47	46	**18**	1	1	0	0	138	48	52
07:00	0	0	0	0	1	12	26	86	**50**	17	2	0	0	0	194	47	51
08:00	0	0	0	0	1	16	48	88	49	12	1	0	0	0	215	47	49
09:00	0	0	0	0	0	**20**	52	101	45	6	0	1	0	0	225	46	48
10:00	0	0	0	0	0	11	69	**118**	44	9	1	0	0	0	**252**	45	48
11:00	0	0	0	0	1	5	**75**	113	40	5	0	**2**	0	0	241	45	48
12 PM	0	0	0	0	0	10	93	133	61	5	0	0	0	0	302	45	48
13:00	0	0	0	0	1	16	89	113	42	10	0	**1**	0	0	272	45	48
14:00	0	0	0	0	**7**	13	75	122	75	9	3	0	0	0	304	46	48
15:00	0	0	0	0	0	12	139	178	64	14	3	0	0	0	410	45	48
16:00	0	0	0	0	1	18	**145**	**221**	**77**	**16**	**4**	0	0	0	**482**	45	48
17:00	0	0	0	0	0	**31**	127	194	75	8	0	0	0	0	435	45	48
18:00	0	0	0	0	1	11	60	131	77	9	1	0	0	0	290	46	48
19:00	0	0	0	0	0	5	25	77	49	9	1	0	**1**	0	167	47	50
20:00	0	0	0	0	0	3	27	69	28	4	1	0	0	0	132	46	48
21:00	0	0	0	0	0	3	18	65	33	1	0	0	0	0	120	46	48
22:00	0	0	0	0	1	2	11	38	23	3	0	0	0	0	78	47	48
23:00	0	0	0	0	1	2	5	13	6	6	0	0	0	0	33	49	52
Total	0	0	1	0	16	196	1112	1943	924	168	20	6	1	0	4387		
Percent	0.0%	0.0%	0.0%	0.0%	0.4%	4.5%	25.3%	44.3%	21.1%	3.8%	0.5%	0.1%	0.0%	0.0%			
AM Peak			02:00		06:00	09:00	11:00	10:00	07:00	06:00	05:00	11:00			10:00		
Vol.			1		1	20	75	118	50	18	2	2			252		
PM Peak					14:00	17:00	16:00	16:00	16:00	16:00	16:00	13:00	19:00		16:00		
Vol.					7	31	145	221	77	16	4	1	1		482		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/01/22	0	0	0	0	0	1	2	7	8	3	0	0	0	0	21	48	52
01:00	0	0	0	0	0	0	1	2	2	3	0	0	0	0	8	52	53
02:00	0	0	0	0	0	0	0	3	3	2	0	0	0	0	8	51	53
03:00	0	0	0	0	0	0	1	4	3	0	0	0	0	0	8	47	48
04:00	0	0	0	0	0	1	2	9	2	2	1	0	0	0	17	50	54
05:00	0	0	0	0	0	3	8	25	20	7	1	0	0	0	64	48	52
06:00	0	0	0	0	0	4	24	52	50	7	3	0	**1**	0	141	47	51
07:00	0	0	0	**1**	**1**	**12**	49	93	**70**	11	**4**	0	0	0	241	47	50
08:00	0	0	0	0	1	10	59	70	63	**15**	2	0	1	0	221	47	51
09:00	0	0	0	0	1	8	68	107	53	12	0	0	0	0	249	46	48
10:00	0	**1**	0	0	0	4	54	**119**	48	13	2	0	0	0	241	46	50
11:00	0	0	0	0	0	11	**74**	113	62	10	1	0	0	0	**271**	46	48
12 PM	0	0	0	**1**	3	12	78	154	64	12	3	0	0	0	327	46	48
13:00	0	0	0	0	3	13	57	137	77	16	3	**1**	0	0	307	47	50
14:00	0	0	0	0	**10**	11	80	145	83	15	2	0	0	0	346	46	48
15:00	0	0	0	0	1	14	97	197	**119**	**19**	3	0	0	0	450	47	48
16:00	0	0	0	0	0	20	**160**	**228**	102	13	**4**	0	0	0	**527**	45	48
17:00	0	0	0	0	3	**21**	149	225	110	13	0	0	0	0	521	46	48
18:00	0	0	0	0	0	5	74	170	69	9	0	0	0	0	327	46	48
19:00	0	0	0	0	1	7	52	122	61	12	1	0	0	0	256	46	49
20:00	0	0	0	1	0	5	47	80	47	4	1	0	0	0	185	46	48
21:00	0	0	0	0	0	5	39	74	36	2	0	1	0	0	157	46	48
22:00	0	0	0	0	0	1	19	30	27	4	0	0	0	0	81	47	48
23:00	0	0	0	0	0	2	6	19	12	2	1	0	0	0	42	47	51
Total	0	1	0	3	24	170	1200	2185	1191	206	32	2	2	0	5016		
Percent	0.0%	0.0%	0.0%	0.1%	0.5%	3.4%	23.9%	43.6%	23.7%	4.1%	0.6%	0.0%	0.0%	0.0%			
AM Peak		10:00		07:00	07:00	07:00	11:00	10:00	07:00	08:00	07:00		06:00		11:00		
Vol.		1		1	1	12	74	119	70	15	4		1		271		
PM Peak				12:00	14:00	17:00	16:00	16:00	15:00	15:00	16:00	13:00			16:00		
Vol.				1	10	21	160	228	119	19	4	1			527		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/02/22	0	0	0	0	0	0	2	10	8	5	0	0	0	0	25	50	52
01:00	0	0	0	0	0	0	3	5	4	3	1	0	0	0	16	51	55
02:00	0	0	0	0	0	0	2	3	3	1	0	0	0	0	9	48	51
03:00	0	0	0	0	0	1	1	4	9	0	0	0	0	0	15	47	48
04:00	0	0	0	0	0	0	3	6	4	2	0	0	0	0	15	48	52
05:00	0	0	0	0	0	2	7	21	23	7	2	0	0	0	62	48	53
06:00	0	0	0	0	0	1	11	45	42	16	1	**1**	0	0	117	49	52
07:00	0	0	0	0	1	10	37	102	81	16	**4**	0	**1**	0	252	47	51
08:00	0	0	0	0	**2**	6	54	134	**87**	**23**	3	0	1	0	310	47	51
09:00	0	0	0	0	1	**21**	48	142	65	11	1	0	0	0	289	46	48
10:00	0	0	0	0	0	11	**81**	124	87	13	1	0	0	0	317	47	48
11:00	0	0	0	0	0	9	66	**157**	85	12	1	0	0	0	**330**	46	48
12 PM	0	0	0	0	0	9	81	153	79	18	**3**	0	0	0	343	47	50
13:00	0	0	0	0	0	12	101	172	66	11	2	0	0	0	364	45	48
14:00	0	0	0	0	**4**	16	140	170	81	8	1	**1**	0	0	421	45	48
15:00	0	0	0	0	0	8	**158**	241	**113**	**21**	1	0	0	0	542	46	48
16:00	0	0	0	0	0	**34**	152	**254**	99	19	0	0	0	0	**558**	45	48
17:00	0	0	0	0	0	14	153	237	79	12	1	0	0	0	496	45	48
18:00	0	0	0	0	0	4	96	174	95	17	2	1	0	0	389	46	49
19:00	0	0	0	0	0	12	88	174	69	12	2	0	0	0	357	46	48
20:00	0	0	0	**1**	0	10	64	128	73	9	1	0	0	0	286	46	48
21:00	0	0	0	1	0	8	43	101	60	7	2	0	0	0	222	46	48
22:00	0	0	0	0	1	2	32	62	46	8	0	0	0	0	151	47	49
23:00	0	0	0	0	0	6	16	33	24	5	1	0	0	0	85	47	50
Total	0	0	0	2	9	196	1439	2652	1382	256	30	3	2	0	5971		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	3.3%	24.1%	44.4%	23.1%	4.3%	0.5%	0.1%	0.0%	0.0%			
AM Peak					08:00	09:00	10:00	11:00	08:00	08:00	07:00	06:00	07:00		11:00		
Vol.					2	21	81	157	87	23	4	1	1		330		
PM Peak				20:00	14:00	16:00	15:00	16:00	15:00	15:00	12:00	14:00			16:00		
Vol.				1	4	34	158	254	113	21	3	1			558		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/03/22	0	0	0	0	0	0	6	18	7	2	0	0	0	0	33	46	49
01:00	0	0	0	0	0	1	6	6	6	0	0	0	0	0	19	46	48
02:00	0	0	0	0	0	1	1	0	4	0	0	0	0	0	6	47	48
03:00	0	0	0	0	0	0	1	4	1	1	1	0	0	0	8	53	57
04:00	0	0	0	0	0	0	2	5	0	1	0	0	0	0	8	43	51
05:00	0	0	0	0	0	0	5	13	8	3	0	0	0	0	29	48	51
06:00	0	0	0	0	0	4	14	22	16	6	**2**	0	0	0	64	48	53
07:00	0	0	0	0	**1**	3	24	45	37	7	1	0	0	0	118	47	50
08:00	0	0	0	0	0	3	46	86	44	4	2	0	0	0	185	46	48
09:00	0	0	0	0	0	8	58	102	**73**	10	0	0	0	0	251	47	48
10:00	0	0	0	0	0	6	**79**	119	56	**15**	1	0	0	0	276	46	49
11:00	0	0	0	0	0	**15**	77	**154**	62	7	1	0	0	0	**316**	45	48
12 PM	0	0	0	0	0	10	71	150	64	8	1	**1**	0	0	305	46	48
13:00	0	0	0	0	0	9	84	**171**	68	11	2	0	0	0	345	46	48
14:00	0	0	0	**1**	0	21	96	141	58	10	**3**	1	0	0	331	45	48
15:00	0	0	0	0	**3**	**22**	**116**	155	**79**	11	2	0	0	0	**388**	46	48
16:00	0	0	0	0	0	13	96	161	57	8	1	0	0	0	336	45	48
17:00	0	0	0	0	1	11	99	155	61	**12**	1	0	0	0	340	45	48
18:00	0	0	0	0	0	8	77	105	52	7	2	0	0	0	251	46	48
19:00	0	0	0	0	0	3	38	97	54	6	0	0	0	0	198	46	48
20:00	0	0	0	0	0	4	57	94	43	7	0	0	0	0	205	46	48
21:00	0	0	0	0	0	2	36	65	40	5	3	0	0	0	151	47	49
22:00	0	0	0	0	0	5	14	51	32	5	1	0	0	0	108	47	49
23:00	0	0	**1**	0	0	0	11	24	22	3	0	0	0	0	61	47	48
Total	0	0	1	1	5	149	1114	1943	944	149	24	2	0	0	4332		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	3.4%	25.7%	44.9%	21.8%	3.4%	0.6%	0.0%	0.0%	0.0%			
AM Peak					07:00	11:00	10:00	11:00	09:00	10:00	06:00				11:00		
Vol.					1	15	79	154	73	15	2				316		
PM Peak			23:00	14:00	15:00	15:00	15:00	13:00	15:00	17:00	14:00	12:00			15:00		
Vol.			1	1	3	22	116	171	79	12	3	1			388		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/04/22	0	0	0	0	**1**	1	9	14	9	2	0	0	0	0	36	47	49
01:00	0	0	0	0	0	0	1	6	7	0	0	0	0	0	14	47	48
02:00	0	0	0	0	0	0	2	1	3	2	0	0	0	0	8	51	52
03:00	0	0	0	0	0	1	2	0	1	1	0	0	0	0	5	50	52
04:00	0	0	0	0	0	0	4	5	4	3	1	0	**1**	0	18	52	64
05:00	0	0	0	0	0	1	5	14	10	3	2	0	0	0	35	48	54
06:00	0	0	0	0	0	3	17	23	14	2	1	0	0	0	60	46	49
07:00	0	0	0	0	0	4	13	48	37	15	**8**	**1**	0	0	126	50	55
08:00	0	0	0	0	0	6	37	79	66	13	4	0	0	0	205	47	51
09:00	0	0	0	0	0	**9**	42	114	71	18	1	0	0	0	255	47	50
10:00	0	0	0	0	0	3	**54**	119	82	15	2	1	0	0	276	47	50
11:00	0	0	0	0	0	2	52	**128**	**91**	**19**	3	1	1	0	**297**	47	51
12 PM	0	0	0	0	0	7	83	166	77	16	2	**1**	0	0	352	46	49
13:00	0	0	0	0	0	13	64	148	67	15	1	0	0	0	308	46	49
14:00	0	0	0	0	0	7	73	**176**	**92**	13	0	0	0	0	**361**	46	48
15:00	0	0	0	0	**2**	8	64	143	81	**20**	**3**	0	0	0	321	47	50
16:00	0	0	0	**1**	2	**22**	105	130	57	6	1	0	0	0	324	45	48
17:00	0	0	0	0	0	8	**111**	156	59	6	1	0	0	0	341	45	48
18:00	0	0	0	0	0	5	53	112	58	5	1	0	0	0	234	46	48
19:00	0	0	0	1	2	7	42	95	60	10	1	1	0	0	219	47	49
20:00	0	0	0	0	0	1	22	55	36	5	0	0	0	0	119	47	48
21:00	0	0	0	0	1	5	20	30	15	6	0	0	**1**	0	78	47	51
22:00	0	0	0	0	0	3	13	17	11	3	0	0	0	0	47	47	50
23:00	0	0	0	0	0	0	6	18	11	1	1	0	0	0	37	47	49
Total	0	0	0	2	8	116	894	1797	1019	199	33	5	3	0	4076		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	2.8%	21.9%	44.1%	25.0%	4.9%	0.8%	0.1%	0.1%	0.0%			
AM Peak					00:00	09:00	10:00	11:00	11:00	11:00	07:00	07:00	04:00		11:00		
Vol.					1	9	54	128	91	19	8	1	1		297		
PM Peak				16:00	15:00	16:00	17:00	14:00	14:00	15:00	15:00	12:00	21:00		14:00		
Vol.				1	2	22	111	176	92	20	3	1	1		361		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/05/22	0	0	0	0	0	1	0	10	2	1	0	0	0	0	14	46	50
01:00	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6	49	52
02:00	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7	48	52
03:00	0	0	0	0	0	1	2	6	1	0	0	0	0	0	10	43	46
04:00	0	0	0	0	0	0	3	6	4	5	1	0	0	0	19	52	54
05:00	0	0	0	0	0	1	6	25	17	6	0	0	0	0	55	48	51
06:00	0	0	0	0	1	3	21	56	36	17	3	0	0	0	137	48	52
07:00	0	0	0	0	0	4	40	95	65	14	**4**	0	0	0	222	47	51
08:00	0	0	0	0	**3**	8	**78**	112	61	**19**	1	0	0	0	**282**	47	50
09:00	0	0	0	**1**	0	**12**	36	**113**	70	10	1	**1**	0	0	244	47	48
10:00	0	0	0	1	0	5	52	111	48	12	1	1	0	0	231	46	50
11:00	0	0	0	0	0	5	53	105	**76**	12	3	0	0	0	254	47	49
12 PM	0	0	0	**1**	**3**	8	77	135	71	7	2	**1**	0	0	305	46	48
13:00	0	0	0	0	2	11	75	120	76	**20**	1	0	0	0	305	47	50
14:00	0	0	0	0	0	8	99	150	77	11	0	1	**1**	0	347	46	48
15:00	0	0	**1**	0	0	19	95	184	88	15	0	0	0	0	402	46	48
16:00	0	0	0	0	2	**23**	**123**	**242**	87	17	**3**	0	0	0	**497**	45	48
17:00	0	0	0	0	3	18	119	183	**89**	8	2	0	0	0	422	46	48
18:00	0	0	0	0	0	4	66	122	78	5	1	0	0	0	276	46	48
19:00	0	0	0	0	0	3	37	97	55	14	0	0	0	0	206	47	50
20:00	0	0	0	0	2	3	25	62	38	9	1	0	0	0	140	47	50
21:00	0	0	0	0	0	2	15	39	23	4	3	0	0	0	86	47	52
22:00	0	0	0	0	0	1	7	27	22	4	0	0	0	0	61	47	50
23:00	0	0	0	0	1	3	4	15	12	2	0	0	0	0	37	47	49
Total	0	0	1	3	17	143	1033	2022	1100	214	27	4	1	0	4565		
Percent	0.0%	0.0%	0.0%	0.1%	0.4%	3.1%	22.6%	44.3%	24.1%	4.7%	0.6%	0.1%	0.0%	0.0%			
AM Peak				09:00	08:00	09:00	08:00	09:00	11:00	08:00	07:00	09:00			08:00		
Vol.				1	3	12	78	113	76	19	4	1			282		
PM Peak			15:00	12:00	12:00	16:00	16:00	16:00	17:00	13:00	16:00	12:00	14:00		16:00		
Vol.			1	1	3	23	123	242	89	20	3	1	1		497		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/06/22	0	0	0	0	0	0	2	11	1	2	0	0	0	0	16	46	51
01:00	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	47	48
02:00	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7	48	52
03:00	0	0	0	0	0	0	2	5	5	0	0	0	0	0	12	47	48
04:00	0	0	0	0	0	0	2	7	7	2	0	0	**1**	0	19	49	64
05:00	0	0	0	0	0	2	8	19	21	7	0	0	0	0	57	48	51
06:00	0	0	0	0	0	4	22	40	41	**15**	1	0	0	0	123	48	52
07:00	0	0	0	0	0	7	25	96	51	14	**3**	0	0	**1**	197	47	51
08:00	0	0	0	0	1	10	55	100	55	12	1	0	0	0	234	46	49
09:00	0	0	0	0	2	4	48	92	**60**	8	2	0	0	0	216	47	48
10:00	0	0	0	0	2	8	54	**112**	35	6	0	0	0	0	217	45	48
11:00	0	0	0	0	**4**	**31**	**63**	90	60	9	1	0	0	0	**258**	46	48
12 PM	0	0	0	0	**1**	4	82	140	73	6	2	0	0	0	308	46	48
13:00	0	0	0	0	1	24	87	142	53	7	0	**1**	0	0	315	45	48
14:00	0	0	0	**1**	0	21	99	127	58	3	**3**	0	0	0	312	45	48
15:00	0	0	0	0	1	12	114	172	**95**	**14**	0	0	0	0	408	46	48
16:00	0	0	0	0	0	6	121	**215**	85	11	2	1	0	0	441	45	48
17:00	0	0	0	0	0	**33**	**175**	196	53	8	0	0	0	0	**465**	43	47
18:00	0	0	0	0	0	13	81	102	42	11	0	0	0	0	249	45	48
19:00	0	0	0	0	0	8	53	94	41	3	0	0	0	0	199	45	48
20:00	0	0	0	0	0	5	46	72	33	2	0	0	0	0	158	45	48
21:00	0	0	0	0	0	4	29	50	19	4	1	0	0	0	107	46	48
22:00	0	0	0	0	1	7	21	31	5	0	1	0	0	0	66	43	46
23:00	0	0	0	0	0	2	6	14	12	0	1	0	0	0	35	47	48
Total	0	0	0	1	13	205	1195	1933	910	145	18	2	1	1	4424		
Percent	0.0%	0.0%	0.0%	0.0%	0.3%	4.6%	27.0%	43.7%	20.6%	3.3%	0.4%	0.0%	0.0%	0.0%			
AM Peak					11:00	11:00	11:00	10:00	09:00	06:00	07:00		04:00	07:00	11:00		
Vol.					4	31	63	112	60	15	3		1	1	258		
PM Peak				14:00	12:00	17:00	17:00	16:00	15:00	15:00	14:00	13:00			17:00		
Vol.				1	1	33	175	215	95	14	3	1			465		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/07/22	0	0	0	0	0	4	10	10	6	0	0	0	0	0	30	45	47
01:00	0	0	0	0	0	2	2	1	2	0	0	0	0	0	7	46	48
02:00	0	0	0	0	0	1	1	2	2	1	0	0	0	0	7	48	52
03:00	0	0	0	0	0	0	5	3	3	0	0	0	0	0	11	46	48
04:00	0	0	0	0	0	3	2	3	2	1	0	0	0	0	11	47	51
05:00	0	0	0	0	0	1	10	24	23	6	1	0	0	0	65	48	52
06:00	0	0	0	0	0	2	21	43	49	13	1	0	0	0	129	48	51
07:00	0	0	0	0	0	1	35	81	**64**	15	**2**	0	0	0	198	48	51
08:00	0	0	0	0	**1**	7	50	91	55	13	2	0	0	0	219	47	50
09:00	0	0	0	0	1	10	72	101	53	**17**	0	0	0	0	254	47	50
10:00	0	0	0	0	0	10	49	109	52	5	1	0	0	0	226	46	48
11:00	0	0	0	**1**	1	**12**	**74**	**130**	53	8	0	0	0	0	**279**	45	48
12 PM	0	0	0	0	**2**	7	65	141	58	9	1	0	0	0	283	46	48
13:00	0	0	0	0	0	8	65	136	69	12	1	**1**	0	0	292	46	48
14:00	0	0	0	0	0	7	75	140	85	16	0	0	0	0	323	47	48
15:00	0	0	0	**1**	1	9	138	196	**99**	11	1	1	0	0	457	46	48
16:00	0	0	0	0	1	11	**159**	**235**	96	**17**	0	0	0	0	**519**	45	48
17:00	0	0	0	0	1	**15**	127	212	77	15	0	0	0	0	447	45	48
18:00	0	0	0	0	0	12	63	140	70	4	**4**	0	0	0	293	46	48
19:00	0	0	0	0	0	1	50	90	69	6	4	0	0	0	220	47	48
20:00	0	0	0	0	0	3	44	81	43	4	2	1	0	0	178	46	48
21:00	0	0	0	0	0	1	28	49	25	1	1	0	0	0	105	46	48
22:00	0	0	0	0	0	3	11	35	17	10	1	0	0	0	77	48	52
23:00	0	0	0	0	0	4	8	34	14	5	0	0	0	0	65	47	50
Total	0	0	0	2	8	134	1164	2087	1086	189	22	3	0	0	4695		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	2.9%	24.8%	44.5%	23.1%	4.0%	0.5%	0.1%	0.0%	0.0%			
AM Peak				11:00	08:00	11:00	11:00	11:00	07:00	09:00	07:00				11:00		
Vol.				1	1	12	74	130	64	17	2				279		
PM Peak				15:00	12:00	17:00	16:00	16:00	15:00	16:00	18:00	13:00			16:00		
Vol.				1	2	15	159	235	99	17	4	1			519		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB1

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/08/22	0	0	0	0	**1**	1	**7**	5	**8**	**3**	0	0	0	0	**25**	48	51
01:00	0	0	0	0	0	**3**	2	**6**	2	3	0	0	0	0	16	50	52
02:00	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	51	53
03:00	0	0	0	0	0	0	4	2	5	1	0	0	0	0	12	48	50
04:00	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	47	48
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	1	4	14	17	18	8	0	0	0	0	62		
Percent	0.0%	0.0%	0.0%	0.0%	1.6%	6.5%	22.6%	27.4%	29.0%	12.9%	0.0%	0.0%	0.0%	0.0%			
AM Peak					00:00	01:00	00:00	01:00	00:00	00:00					00:00		
Vol.					1	3	7	6	8	3					25		
PM Peak Vol.																	
Total	0	1	3	14	101	1313	9165	16579	8574	1534	206	27	10	1	37528		
Percent	0.0%	0.0%	0.0%	0.0%	0.3%	3.5%	24.4%	44.2%	22.8%	4.1%	0.5%	0.1%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	48 MPH
Stats	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	25744
	Percent in Pace :	68.6%
	Number of Vehicles > 35 MPH :	34263
	Percent of Vehicles > 35 MPH :	91.3%
	Mean Speed(Average) :	42 MPH

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	1	2	1	1	0	0	0	0	5	50	52
03:00	0	0	0	0	0	0	0	1	3	1	1	1	0	0	7	58	62
04:00	0	0	0	0	0	0	0	1	2	0	3	0	0	0	6	57	58
05:00	0	0	0	0	0	0	1	2	7	7	**4**	0	0	0	21	55	57
06:00	0	0	0	0	0	1	7	20	28	19	2	0	0	0	77	51	53
07:00	0	0	0	0	0	5	32	63	**71**	12	3	**2**	0	0	**188**	48	52
08:00	0	0	0	0	0	4	24	67	62	**23**	4	0	0	0	184	48	52
09:00	0	0	0	0	0	**9**	23	59	56	15	3	1	0	**1**	167	48	52
10:00	0	0	0	0	0	5	**35**	65	53	10	2	2	0	0	172	47	51
11:00	0	0	0	0	**1**	4	20	**71**	71	15	3	2	0	0	187	48	52
12 PM	0	0	0	0	3	10	37	68	63	25	0	1	0	0	207	48	52
13:00	0	0	0	0	1	6	28	70	71	**36**	0	0	0	0	212	49	52
14:00	0	0	0	0	0	15	47	87	78	31	3	**2**	0	0	263	48	52
15:00	0	0	0	**1**	3	15	41	78	68	32	2	0	0	0	240	48	52
16:00	0	0	0	0	0	14	44	101	79	18	**5**	0	0	0	261	47	51
17:00	0	0	0	0	**6**	**16**	**55**	**105**	**88**	24	1	0	0	0	**295**	47	51
18:00	0	0	0	0	1	9	28	54	82	28	5	0	0	0	207	49	53
19:00	0	0	0	0	0	2	8	38	48	25	3	1	0	0	125	51	53
20:00	0	0	0	0	0	2	7	31	43	23	3	0	0	0	109	51	53
21:00	0	0	0	0	0	1	8	28	24	14	1	0	0	0	76	50	52
22:00	0	0	0	0	0	2	3	15	18	5	2	0	0	0	45	49	53
23:00	0	0	0	0	0	0	2	8	6	2	1	0	0	0	19	49	54
Total	0	0	0	1	15	120	451	1034	1022	366	51	12	0	1	3073		
Percent	0.0%	0.0%	0.0%	0.0%	0.5%	3.9%	14.7%	33.6%	33.3%	11.9%	1.7%	0.4%	0.0%	0.0%			
AM Peak					11:00	09:00	10:00	11:00	07:00	08:00	05:00	07:00		09:00	07:00		
Vol.					1	9	35	71	71	23	4	2		1	188		
PM Peak				15:00	17:00	17:00	17:00	17:00	17:00	13:00	16:00	14:00			17:00		
Vol.				1	6	16	55	105	88	36	5	2			295		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/01/22	0	0	0	0	0	0	0	3	5	3	1	0	0	0	12	52	55
01:00	0	0	0	0	0	0	0	1	3	2	1	1	0	0	8	57	61
02:00	0	0	0	0	0	0	1	3	3	1	0	0	0	0	8	48	51
03:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	47	48
04:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	51	52
05:00	0	0	0	0	0	0	3	4	9	9	3	0	0	0	28	53	56
06:00	0	0	0	0	0	0	8	30	36	22	2	**3**	1	0	102	51	56
07:00	0	0	0	0	4	**8**	29	57	63	29	4	2	0	0	196	49	53
08:00	0	0	0	0	0	1	23	**66**	**71**	24	**13**	0	0	0	198	50	55
09:00	0	0	0	0	0	0	10	54	65	19	4	0	0	0	152	49	53
10:00	0	0	0	**2**	**5**	6	20	48	69	25	5	0	0	0	180	49	53
11:00	0	0	0	0	2	8	**32**	58	69	**37**	2	0	**2**	0	**210**	50	53
12 PM	0	0	0	0	1	9	40	76	77	25	3	0	0	0	231	48	52
13:00	0	0	0	0	0	1	27	61	77	31	6	**1**	0	**1**	205	50	53
14:00	0	0	0	0	0	13	66	80	80	**41**	7	0	**1**	0	288	49	53
15:00	0	0	0	**1**	**3**	**26**	52	83	92	33	**8**	1	0	0	299	48	53
16:00	0	0	0	0	1	5	**70**	113	**107**	26	3	0	0	0	325	48	51
17:00	0	0	**1**	0	1	16	59	**121**	91	34	4	0	0	0	**327**	48	52
18:00	0	0	0	0	0	3	21	64	90	26	3	0	0	0	207	48	52
19:00	0	0	0	0	0	2	17	40	57	24	5	0	0	0	145	50	53
20:00	0	0	0	0	1	1	12	36	39	18	1	1	0	0	109	50	53
21:00	0	0	0	0	0	0	9	24	45	10	1	1	1	0	91	48	53
22:00	0	0	0	0	0	0	5	11	17	10	2	1	0	0	46	52	55
23:00	0	0	0	0	0	1	2	11	11	1	4	0	0	0	30	51	57
Total	0	0	1	3	18	100	507	1045	1181	451	82	11	5	1	3405		
Percent	0.0%	0.0%	0.0%	0.1%	0.5%	2.9%	14.9%	30.7%	34.7%	13.2%	2.4%	0.3%	0.1%	0.0%			
AM Peak				10:00	10:00	07:00	11:00	08:00	08:00	11:00	08:00	06:00	11:00		11:00		
Vol.				2	5	8	32	66	71	37	13	3	2		210		
PM Peak			17:00	15:00	15:00	15:00	16:00	17:00	16:00	14:00	15:00	13:00	14:00	13:00	17:00		
Vol.			1	1	3	26	70	121	107	41	8	1	1	1	327		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/02/22	0	0	0	0	0	0	1	5	9	3	1	1	0	0	20	52	59
01:00	0	0	0	0	0	0	2	0	3	1	0	0	0	0	6	49	52
02:00	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7	48	52
03:00	0	0	0	0	0	2	0	1	5	2	0	0	0	0	10	50	52
04:00	0	0	0	0	0	0	1	4	2	3	0	0	0	0	10	51	53
05:00	0	0	0	0	0	0	2	2	13	5	0	1	**1**	0	24	52	63
06:00	0	0	0	0	0	2	4	27	25	12	8	0	0	0	78	52	56
07:00	0	0	0	1	1	**10**	8	36	**77**	31	**9**	1	0	0	174	51	54
08:00	0	0	0	1	0	3	16	66	65	**36**	3	**3**	1	0	194	50	53
09:00	0	0	0	0	0	5	**20**	67	73	24	4	1	0	0	194	48	53
10:00	0	0	0	0	0	1	20	**71**	74	33	4	2	0	0	**205**	50	53
11:00	0	**1**	0	**2**	**3**	5	19	53	69	26	5	0	0	0	183	49	53
12 PM	0	0	0	0	0	6	41	92	79	26	4	0	0	0	248	48	52
13:00	0	0	0	0	3	13	32	91	86	26	4	**1**	0	0	256	48	52
14:00	0	0	0	**1**	**14**	17	59	94	94	28	1	1	0	**1**	310	48	51
15:00	0	0	0	0	0	10	63	106	**109**	32	4	0	0	0	324	48	52
16:00	0	0	0	1	4	20	**65**	113	90	33	6	0	0	0	**332**	48	52
17:00	0	0	0	0	5	**23**	64	**115**	71	18	2	0	0	0	298	47	50
18:00	0	0	0	0	2	5	14	60	76	**35**	7	1	0	0	200	50	53
19:00	0	0	0	0	0	2	20	51	79	27	**9**	1	0	0	189	50	54
20:00	0	0	0	0	0	7	14	32	73	14	2	0	0	0	142	48	52
21:00	0	0	0	0	0	0	9	48	45	17	5	0	0	1	125	50	53
22:00	0	0	0	0	1	0	7	17	27	27	5	1	0	0	85	52	55
23:00	0	0	0	0	0	0	5	14	11	6	2	1	0	0	39	51	56
Total	0	1	0	6	33	131	486	1170	1256	466	85	15	2	2	3653		
Percent	0.0%	0.0%	0.0%	0.2%	0.9%	3.6%	13.3%	32.0%	34.4%	12.8%	2.3%	0.4%	0.1%	0.1%			
AM Peak		11:00		11:00	11:00	07:00	09:00	10:00	07:00	08:00	07:00	08:00	05:00		10:00		
Vol.		1		2	3	10	20	71	77	36	9	3	1		205		
PM Peak				14:00	14:00	17:00	16:00	17:00	15:00	18:00	19:00	13:00		14:00	16:00		
Vol.				1	14	23	65	115	109	35	9	1		1	332		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/03/22	0	0	0	0	0	0	2	2	6	6	0	1	0	0	17	52	59
01:00	0	0	0	0	0	1	1	2	9	1	1	1	0	0	16	51	59
02:00	0	0	0	0	0	0	0	0	3	1	1	0	0	0	5	55	57
03:00	0	0	0	0	0	0	0	0	5	1	1	0	0	0	7	53	57
04:00	0	0	0	0	0	1	2	0	3	0	0	0	0	0	6	47	48
05:00	0	0	0	0	0	0	1	0	1	3	1	0	0	0	6	54	57
06:00	0	0	0	0	0	0	5	6	9	7	2	0	0	0	29	52	55
07:00	0	0	0	0	0	2	3	20	28	15	1	0	0	0	69	50	53
08:00	0	0	0	0	0	3	10	24	35	11	2	**2**	0	0	87	49	53
09:00	0	0	0	0	0	2	19	46	55	21	6	0	0	0	149	50	53
10:00	0	0	0	0	0	3	18	**52**	65	**28**	**9**	0	0	0	175	50	54
11:00	0	0	**2**	**1**	**2**	**11**	**34**	51	**80**	20	2	1	0	0	**204**	48	52
12 PM	0	0	0	0	1	3	22	79	**93**	26	0	**1**	0	0	225	48	52
13:00	0	0	0	0	2	**22**	**58**	73	70	16	2	0	**1**	0	244	47	51
14:00	0	0	0	1	**8**	4	29	71	73	**41**	3	1	0	0	231	50	53
15:00	0	0	0	0	1	13	32	79	80	20	1	0	0	0	226	48	51
16:00	0	0	0	0	2	9	37	**90**	87	26	4	1	0	0	**256**	48	52
17:00	0	0	0	**4**	1	10	34	51	52	21	**7**	0	0	0	180	49	53
18:00	0	0	0	0	0	6	23	51	42	16	2	0	0	0	140	48	52
19:00	0	0	0	0	0	0	10	39	53	19	0	0	1	0	122	49	52
20:00	0	0	0	0	0	2	10	25	42	19	3	0	0	0	101	50	53
21:00	0	0	0	0	0	1	11	20	37	14	0	0	0	0	83	49	52
22:00	0	0	0	0	0	0	2	18	25	16	4	0	0	0	65	52	54
23:00	0	0	0	0	0	0	2	6	16	6	1	1	0	**1**	33	51	56
Total	0	0	2	6	17	93	365	805	969	354	53	9	2	1	2676		
Percent	0.0%	0.0%	0.1%	0.2%	0.6%	3.5%	13.6%	30.1%	36.2%	13.2%	2.0%	0.3%	0.1%	0.0%			
AM Peak			11:00	11:00	11:00	11:00	11:00	10:00	11:00	10:00	10:00	08:00			11:00		
Vol.			2	1	2	11	34	52	80	28	9	2			204		
PM Peak				17:00	14:00	13:00	13:00	16:00	12:00	14:00	17:00	12:00	13:00	23:00	16:00		
Vol.				4	8	22	58	90	93	41	7	1	1	1	256		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/04/22	0	0	0	0	0	0	2	3	6	9	1	0	0	0	21	52	53
01:00	0	0	0	0	0	0	0	2	8	3	0	0	0	0	13	50	52
02:00	0	0	0	0	0	0	0	2	2	4	0	0	0	0	8	52	53
03:00	0	0	0	0	0	0	1	1	2	2	0	0	0	0	6	51	53
04:00	0	0	0	0	0	0	1	1	2	2	1	0	0	0	7	53	57
05:00	0	0	0	0	0	0	0	2	2	5	3	0	0	0	12	56	58
06:00	0	0	0	0	0	0	4	4	9	5	1	1	0	0	24	52	58
07:00	0	0	0	0	0	3	5	7	12	14	1	0	**1**	0	43	52	53
08:00	0	0	0	0	0	2	8	22	39	28	4	**2**	1	0	106	52	56
09:00	0	0	0	0	0	0	5	29	**54**	13	2	0	0	0	103	48	52
10:00	0	0	0	0	0	3	**17**	**55**	51	25	**5**	2	0	0	158	50	53
11:00	0	0	0	0	**1**	**8**	13	44	52	**42**	4	1	1	0	**166**	51	53
12 PM	0	0	0	0	3	4	22	**87**	57	29	5	0	0	0	207	49	53
13:00	0	0	0	0	1	3	31	80	**87**	29	4	**1**	**1**	**1**	238	48	52
14:00	0	0	0	0	1	6	28	73	86	22	6	0	0	0	222	48	52
15:00	0	0	0	0	0	8	36	55	83	**31**	3	1	0	0	217	49	52
16:00	0	**1**	**1**	**1**	**6**	**18**	**41**	68	63	18	**7**	1	0	0	225	48	53
17:00	0	0	0	0	1	14	30	87	79	24	5	0	0	0	**240**	48	52
18:00	0	0	0	0	0	2	19	48	61	23	4	1	1	0	159	50	53
19:00	0	0	0	0	0	2	14	32	45	30	4	1	1	0	129	51	53
20:00	0	0	0	0	0	1	4	22	37	11	6	0	0	0	81	51	55
21:00	0	0	0	0	3	0	7	15	23	13	1	0	0	0	62	50	53
22:00	0	0	0	0	0	0	2	12	14	9	1	0	0	0	38	51	53
23:00	0	0	0	0	0	1	0	5	9	3	2	0	0	0	20	52	56
Total	0	1	1	1	16	75	290	756	883	394	70	11	6	1	2505		
Percent	0.0%	0.0%	0.0%	0.0%	0.6%	3.0%	11.6%	30.2%	35.2%	15.7%	2.8%	0.4%	0.2%	0.0%			
AM Peak					11:00	11:00	10:00	10:00	09:00	11:00	10:00	08:00	07:00		11:00		
Vol.					1	8	17	55	54	42	5	2	1		166		
PM Peak		16:00	16:00	16:00	16:00	16:00	16:00	12:00	13:00	15:00	16:00	13:00	13:00	13:00	17:00		
Vol.		1	1	1	6	18	41	87	87	31	7	1	1	1	240		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/05/22	0	0	0	0	0	0	1	3	6	1	0	0	0	0	11	48	51
01:00	0	0	0	0	0	0	0	1	2	2	2	**1**	0	0	8	58	61
02:00	0	0	0	0	0	0	0	3	3	2	1	0	0	0	9	53	56
03:00	0	0	0	0	0	0	0	1	6	2	0	0	0	0	9	50	52
04:00	0	0	0	0	0	0	0	3	5	2	0	0	**1**	0	11	52	66
05:00	0	0	0	0	0	0	1	8	4	3	5	0	0	0	21	55	57
06:00	0	0	0	0	0	0	8	25	34	15	3	1	0	0	86	51	53
07:00	0	0	0	0	0	7	20	48	59	33	**7**	0	0	0	174	51	53
08:00	0	0	0	0	1	1	14	**66**	**65**	27	6	0	0	0	**180**	50	53
09:00	0	0	0	0	**3**	4	**22**	41	65	27	4	1	1	**1**	169	50	53
10:00	0	0	0	0	0	**13**	21	47	65	24	4	1	0	0	175	49	53
11:00	0	0	0	0	0	6	13	45	63	**35**	5	0	0	0	167	51	53
12 PM	0	0	0	2	2	5	38	103	67	**34**	3	**3**	**1**	0	258	49	53
13:00	0	0	0	0	2	6	34	64	66	34	**8**	0	0	0	214	50	53
14:00	0	0	0	0	0	3	32	92	88	29	4	2	0	**1**	251	48	52
15:00	0	0	0	0	3	**20**	48	98	91	27	3	0	0	0	290	48	51
16:00	0	**1**	0	**3**	**6**	13	**69**	**108**	**93**	26	1	0	0	0	**320**	47	51
17:00	0	0	0	0	5	18	50	98	82	18	4	1	0	0	276	47	51
18:00	0	0	0	0	0	0	22	66	81	18	4	0	0	0	191	48	52
19:00	0	0	0	0	0	0	21	34	40	18	1	1	0	0	115	49	52
20:00	0	0	0	0	0	2	12	35	39	16	2	0	0	0	106	49	52
21:00	0	0	0	0	0	0	4	20	25	13	2	0	0	0	64	51	53
22:00	0	0	0	0	0	0	1	12	10	7	0	0	0	0	30	50	52
23:00	0	0	0	0	0	0	1	6	4	4	1	0	0	0	16	52	54
Total	0	1	0	5	22	98	432	1027	1063	417	70	11	3	2	3151		
Percent	0.0%	0.0%	0.0%	0.2%	0.7%	3.1%	13.7%	32.6%	33.7%	13.2%	2.2%	0.3%	0.1%	0.1%			
AM Peak					09:00	10:00	09:00	08:00	08:00	11:00	07:00	01:00	04:00	09:00	08:00		
Vol.					3	13	22	66	65	35	7	1	1	1	180		
PM Peak		16:00		16:00	16:00	15:00	16:00	16:00	16:00	12:00	13:00	12:00	12:00	14:00	16:00		
Vol.		1		3	6	20	69	108	93	34	8	3	1	1	320		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/06/22	0	0	0	0	0	0	2	3	4	2	0	0	0	0	11	49	52
01:00	0	0	0	0	0	0	0	3	3	2	0	0	0	0	8	51	53
02:00	0	0	0	0	0	1	2	0	1	0	2	0	0	0	6	56	58
03:00	0	0	0	0	0	0	1	1	2	3	0	0	0	0	7	52	53
04:00	0	0	0	0	0	0	0	1	4	2	1	0	0	0	8	53	57
05:00	0	0	0	0	0	0	5	6	5	6	0	0	0	0	22	51	53
06:00	0	0	0	0	0	0	5	30	27	16	**5**	**2**	0	0	85	52	56
07:00	0	0	0	0	0	4	23	51	44	**29**	5	1	0	**1**	158	50	53
08:00	0	0	0	**2**	**1**	**12**	22	55	51	18	3	0	0	0	164	48	52
09:00	0	0	0	0	1	3	26	65	50	11	2	1	0	0	159	48	51
10:00	0	0	0	0	1	5	13	**74**	**56**	16	1	0	0	0	166	48	51
11:00	0	0	0	0	1	3	**34**	66	53	20	4	0	0	0	**181**	48	52
12 PM	0	0	0	0	0	7	30	77	72	**25**	3	0	1	0	215	48	52
13:00	0	0	0	1	6	12	27	88	64	18	2	0	0	0	218	48	51
14:00	0	0	0	**4**	2	**23**	50	89	63	16	2	**1**	0	0	250	47	51
15:00	0	0	0	0	4	14	48	90	74	16	0	0	0	0	246	47	50
16:00	0	0	0	0	1	16	67	**100**	**100**	12	2	0	0	0	**298**	47	48
17:00	0	0	0	2	**7**	22	**71**	100	62	4	**4**	0	0	0	272	46	48
18:00	0	0	**1**	0	3	6	28	76	36	7	2	1	0	0	160	47	50
19:00	0	0	0	0	0	2	21	58	38	8	1	0	0	0	128	47	50
20:00	0	0	0	3	0	2	20	46	34	16	1	0	0	0	122	48	52
21:00	0	0	0	0	0	2	8	26	15	5	2	0	0	0	58	48	53
22:00	0	0	0	0	0	1	6	16	8	2	4	0	**2**	0	39	54	64
23:00	0	0	0	0	0	1	5	6	5	7	1	0	0	0	25	52	53
Total	0	0	1	12	27	136	514	1127	871	261	47	6	3	1	3006		
Percent	0.0%	0.0%	0.0%	0.4%	0.9%	4.5%	17.1%	37.5%	29.0%	8.7%	1.6%	0.2%	0.1%	0.0%			
AM Peak				08:00	08:00	08:00	11:00	10:00	10:00	07:00	06:00	06:00		07:00	11:00		
Vol.				2	1	12	34	74	56	29	5	2		1	181		
PM Peak			18:00	14:00	17:00	14:00	17:00	16:00	16:00	12:00	17:00	14:00	22:00		16:00		
Vol.			1	4	7	23	71	100	100	25	4	1	2		298		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/07/22	0	0	0	0	0	0	0	4	3	1	0	0	0	0	8	48	51
01:00	0	0	0	0	**1**	1	1	2	1	0	0	0	0	0	6	44	47
02:00	0	0	0	0	0	0	1	1	7	0	0	0	0	0	9	48	48
03:00	0	0	0	0	0	0	1	0	2	1	0	**1**	0	0	5	60	62
04:00	0	0	0	0	0	0	1	1	0	4	0	0	0	0	6	52	53
05:00	0	0	0	0	0	0	2	10	4	1	1	0	0	0	18	48	54
06:00	0	0	0	0	0	2	7	26	25	20	1	0	0	0	81	51	53
07:00	0	0	0	0	0	5	**39**	57	56	20	7	0	**1**	0	185	49	53
08:00	0	0	0	0	0	4	12	63	60	**25**	5	0	0	0	169	49	53
09:00	0	0	0	0	1	**11**	34	65	42	16	1	0	0	0	170	47	51
10:00	0	0	0	0	0	6	26	51	**62**	18	**8**	0	0	0	171	49	53
11:00	0	0	0	0	1	5	34	**73**	60	17	4	0	0	0	**194**	48	52
12 PM	0	0	0	0	0	8	47	95	78	20	3	0	0	0	251	48	51
13:00	0	0	0	1	3	4	26	68	**82**	**30**	3	0	0	0	217	49	52
14:00	0	0	**2**	**5**	1	12	53	111	75	19	1	0	**1**	0	280	47	50
15:00	0	0	0	0	7	16	53	113	62	19	**5**	0	0	**1**	276	47	51
16:00	0	0	0	1	1	**19**	65	95	81	14	4	1	0	0	281	47	50
17:00	0	0	1	5	**9**	16	**78**	**117**	65	12	3	1	0	0	**307**	46	49
18:00	0	0	0	0	1	10	30	70	60	14	2	**2**	0	0	189	48	52
19:00	0	0	0	0	0	6	21	38	47	11	4	1	0	0	128	48	53
20:00	0	0	0	0	0	1	15	40	39	16	2	1	0	0	114	49	53
21:00	0	0	0	0	1	5	7	23	26	10	1	0	0	0	73	49	52
22:00	0	0	0	0	0	0	5	20	17	5	3	0	0	0	50	49	54
23:00	0	0	0	0	0	0	6	6	5	3	1	0	0	0	21	50	53
Total	0	0	3	12	26	131	564	1149	959	296	59	7	2	1	3209		
Percent	0.0%	0.0%	0.1%	0.4%	0.8%	4.1%	17.6%	35.8%	29.9%	9.2%	1.8%	0.2%	0.1%	0.0%			
AM Peak					01:00	09:00	07:00	11:00	10:00	08:00	10:00	03:00	07:00		11:00		
Vol.					1	11	39	73	62	25	8	1	1		194		
PM Peak			14:00	14:00	17:00	16:00	17:00	17:00	13:00	13:00	15:00	18:00	14:00	15:00	17:00		
Vol.			2	5	9	19	78	117	82	30	5	2	1	1	307		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB2

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
12/08/22	0	0	0	0	0	0	0	**6**	**5**	1	0	0	0	0	**12**	48	50
01:00	0	0	0	0	0	0	**3**	4	3	**2**	0	0	0	0	12	49	52
02:00	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3	52	53
03:00	0	0	0	0	0	0	2	3	2	2	0	0	0	0	9	50	52
04:00	0	0	0	0	0	0	3	1	1	1	0	0	0	0	6	49	52
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	9	14	11	8	0	0	0	0	42		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.4%	33.3%	26.2%	19.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak							01:00	00:00	00:00	01:00					00:00		
Vol.							3	6	5	2					12		
PM Peak Vol.																	
Total	0	3	8	46	174	884	3618	8127	8215	3013	517	82	23	10	24720		
Percent	0.0%	0.0%	0.0%	0.2%	0.7%	3.6%	14.6%	32.9%	33.2%	12.2%	2.1%	0.3%	0.1%	0.0%			

	15th Percentile :	37 MPH
	50th Percentile :	43 MPH
	85th Percentile :	48 MPH
	95th Percentile :	52 MPH
Stats	10 MPH Pace Speed :	40-49 MPH
	Number in Pace :	16342
	Percent in Pace :	66.1%
	Number of Vehicles > 35 MPH :	22881
	Percent of Vehicles > 35 MPH :	92.6%
	Mean Speed(Average) :	44 MPH

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	3	3	0	1	1	0	0	1	1	0	0	0	10
03:00	0	10	8	0	2	1	0	0	3	0	0	0	0	24
04:00	0	20	9	1	7	0	0	0	0	0	0	0	0	37
05:00	0	64	46	1	36	4	0	2	1	0	0	0	0	154
06:00	2	145	87	1	62	4	0	**5**	3	0	0	0	0	309
07:00	0	**297**	**182**	**11**	59	2	**1**	2	3	**2**	0	0	0	**559**
08:00	0	262	164	8	**72**	2	0	4	**5**	0	0	0	0	517
09:00	**3**	220	156	9	66	3	0	5	5	0	0	0	0	467
10:00	1	210	125	4	65	**5**	0	0	2	0	0	0	0	412
11:00	1	203	136	6	62	1	0	4	3	1	0	0	0	417
12 PM	1	209	127	6	**82**	**3**	0	4	**3**	0	0	0	0	435
13:00	1	221	134	**8**	69	3	0	4	3	0	0	0	0	443
14:00	0	211	106	4	57	1	0	**6**	1	0	0	0	0	386
15:00	1	247	**138**	6	51	1	0	3	0	1	0	0	0	448
16:00	**2**	**294**	138	3	63	0	0	3	1	**2**	0	0	0	**506**
17:00	0	221	119	2	47	0	0	1	0	0	0	0	0	390
18:00	0	153	83	4	34	1	0	1	0	0	0	0	0	276
19:00	0	88	55	1	24	0	0	0	0	0	0	0	0	168
20:00	0	82	34	0	12	0	0	1	0	0	0	0	0	129
21:00	0	51	20	0	7	0	0	0	0	0	0	0	0	78
22:00	0	47	32	0	9	0	0	0	1	0	0	0	0	89
23:00	0	39	13	0	5	0	0	1	0	0	0	0	0	58
Total	12	3297	1915	75	892	32	1	46	35	7	0	0	0	6312
Percent	0.2%	52.2%	30.3%	1.2%	14.1%	0.5%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	08:00	10:00	07:00	06:00	08:00	07:00				07:00
Vol.	3	297	182	11	72	5	1	5	5	2				559
PM Peak	16:00	16:00	15:00	13:00	12:00	12:00		14:00	12:00	16:00				16:00
Vol.	2	294	138	8	82	3		6	3	2				506

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	8	4	0	4	0	0	0	1	1	0	0	0	18
01:00	0	5	4	1	2	0	0	0	0	1	0	0	0	13
02:00	0	4	2	1	1	0	0	0	1	1	0	0	0	10
03:00	0	9	6	1	1	0	0	1	2	0	0	0	0	20
04:00	0	18	17	1	7	1	0	1	2	1	0	0	0	48
05:00	0	68	40	1	37	**6**	0	2	3	0	0	0	0	157
06:00	0	159	77	1	58	5	0	3	3	1	0	0	0	307
07:00	**1**	270	**185**	9	74	2	0	4	1	1	0	0	0	**547**
08:00	1	**276**	147	**10**	**80**	5	**1**	**7**	0	1	0	0	0	528
09:00	1	228	136	4	80	4	0	4	2	0	0	0	0	459
10:00	0	216	123	7	68	2	0	2	**5**	**2**	0	0	0	425
11:00	1	219	141	4	76	3	0	3	4	0	0	0	0	451
12 PM	0	262	151	3	**76**	**3**	0	**8**	**4**	1	0	0	0	508
13:00	1	257	131	8	67	1	**2**	5	3	0	0	0	0	475
14:00	0	267	128	3	50	1	0	6	4	0	0	0	0	459
15:00	**3**	275	146	**9**	72	0	0	7	2	**2**	0	0	0	516
16:00	0	**322**	**181**	1	57	0	0	3	1	0	0	0	0	**565**
17:00	0	302	165	0	60	1	1	4	0	0	0	0	0	533
18:00	0	174	91	0	49	0	0	1	2	0	0	0	0	317
19:00	0	102	68	0	26	0	0	0	1	1	0	0	0	198
20:00	0	95	55	1	10	0	0	0	1	0	0	0	0	162
21:00	0	69	32	0	10	0	0	0	0	1	0	0	0	112
22:00	0	42	21	0	3	0	0	1	1	0	0	0	0	68
23:00	0	32	10	0	5	0	0	0	0	0	0	0	0	47
Total	8	3679	2061	65	973	34	4	62	43	14	0	0	0	6943
Percent	0.1%	53.0%	29.7%	0.9%	14.0%	0.5%	0.1%	0.9%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	08:00	08:00	05:00	08:00	08:00	10:00	10:00				07:00
Vol.	1	276	185	10	80	6	1	7	5	2				547
PM Peak	15:00	16:00	16:00	15:00	12:00	12:00	13:00	12:00	12:00	15:00				16:00
Vol.	3	322	181	9	76	3	2	8	4	2				565

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	13	7	0	4	1	0	0	1	**2**	0	0	0	28
01:00	0	4	3	0	0	0	0	0	0	1	0	0	0	8
02:00	0	5	3	1	1	0	0	0	0	1	0	0	0	11
03:00	0	10	4	0	1	1	0	0	3	0	0	0	0	19
04:00	0	19	10	2	10	1	0	0	1	0	0	0	0	43
05:00	0	63	32	0	39	2	0	1	1	0	0	0	0	138
06:00	0	147	81	1	69	3	2	2	3	1	0	0	0	309
07:00	0	257	**169**	6	**76**	4	**3**	1	0	1	0	0	0	517
08:00	**1**	**292**	141	9	65	**7**	0	4	**4**	2	0	0	0	**525**
09:00	0	236	134	**13**	68	3	0	**7**	3	0	0	0	0	464
10:00	0	239	130	7	64	1	1	4	2	0	0	0	0	448
11:00	0	268	133	2	63	6	2	7	1	1	0	0	0	483
12 PM	0	271	172	6	64	2	1	7	2	0	0	0	0	525
13:00	0	276	150	3	63	**6**	1	6	2	0	0	0	0	507
14:00	**1**	239	142	**11**	64	1	0	**8**	**5**	**1**	0	0	0	472
15:00	1	296	157	8	78	2	**3**	5	3	1	0	0	0	554
16:00	1	**343**	166	4	**88**	0	0	6	4	0	0	0	0	**612**
17:00	0	304	**188**	1	70	0	1	3	0	0	0	0	0	567
18:00	0	213	122	3	46	0	0	1	0	0	0	0	0	385
19:00	0	146	77	0	29	0	0	0	1	0	0	0	0	253
20:00	0	98	54	0	20	0	0	3	0	0	0	0	0	175
21:00	0	76	37	0	9	0	0	1	1	1	0	0	0	125
22:00	0	63	29	0	7	0	0	0	0	0	0	0	0	99
23:00	0	39	24	0	8	0	0	0	0	0	0	0	0	71
Total	4	3917	2165	77	1006	40	14	66	37	12	0	0	0	7338
Percent	0.1%	53.4%	29.5%	1.0%	13.7%	0.5%	0.2%	0.9%	0.5%	0.2%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	09:00	07:00	08:00	07:00	09:00	08:00	00:00				08:00
Vol.	1	292	169	13	76	7	3	7	4	2				525
PM Peak	14:00	16:00	17:00	14:00	16:00	13:00	15:00	14:00	14:00	14:00				16:00
Vol.	1	343	188	11	88	6	3	8	5	1				612

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	18	6	0	5	0	0	0	1	0	0	0	0	30
01:00	0	7	2	1	2	0	0	1	**2**	0	0	0	0	15
02:00	0	5	5	0	1	0	0	0	1	0	0	0	0	12
03:00	0	12	3	1	2	0	0	0	0	0	0	0	0	18
04:00	0	10	7	0	2	0	0	1	0	**1**	0	0	0	21
05:00	0	29	17	0	15	2	0	0	1	0	0	0	0	64
06:00	0	70	30	0	13	2	0	1	1	0	0	0	0	117
07:00	0	94	66	1	27	1	0	0	0	1	0	0	0	190
08:00	0	151	103	2	43	1	0	2	0	0	0	0	0	302
09:00	0	229	132	1	**69**	**3**	0	**4**	0	0	0	0	0	438
10:00	0	238	154	2	59	2	0	3	1	0	0	0	0	459
11:00	**1**	**292**	**158**	**3**	56	1	**1**	0	1	1	0	0	0	**514**
12 PM	**1**	300	**174**	1	49	**2**	0	**2**	**1**	**1**	0	0	0	**531**
13:00	0	**308**	145	**2**	**63**	2	0	2	1	0	0	0	0	523
14:00	0	225	146	1	39	2	0	1	0	0	0	0	0	414
15:00	0	229	143	1	48	1	0	1	1	0	0	0	0	424
16:00	0	242	118	1	39	0	0	1	0	0	0	0	0	401
17:00	1	202	137	1	40	0	0	0	0	0	0	0	0	381
18:00	0	153	89	0	35	0	0	1	0	0	0	0	0	278
19:00	0	106	61	0	24	0	0	0	1	0	0	0	0	192
20:00	0	86	53	0	7	0	0	0	0	0	0	0	0	146
21:00	0	67	40	1	6	0	0	1	1	0	0	0	0	116
22:00	0	83	40	0	14	1	0	0	0	0	0	0	0	138
23:00	0	51	27	0	3	0	0	0	1	0	0	0	0	82
Total	3	3207	1856	19	661	20	1	21	14	4	0	0	0	5806
Percent	0.1%	55.2%	32.0%	0.3%	11.4%	0.3%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	09:00	09:00	11:00	09:00	01:00	04:00				11:00
Vol.	1	292	158	3	69	3	1	4	2	1				514
PM Peak	12:00	13:00	12:00	13:00	13:00	12:00		12:00	12:00	12:00				12:00
Vol.	1	308	174	2	63	2		2	1	1				531

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

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Location: Saugherties, NY
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Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	25	13	0	1	0	0	0	0	0	0	0	0	39
01:00	0	7	6	0	2	0	0	0	1	0	0	0	0	16
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:00	0	10	5	0	1	0	0	0	1	0	0	0	0	17
04:00	0	15	4	0	3	0	0	0	0	0	0	0	0	22
05:00	0	11	14	0	7	1	0	1	0	0	0	0	0	34
06:00	0	43	23	0	11	0	0	1	1	0	0	0	0	79
07:00	0	73	43	**1**	22	0	0	2	1	0	0	0	0	142
08:00	0	136	77	0	21	2	0	2	0	0	0	0	0	238
09:00	0	194	112	1	45	1	0	1	0	0	0	0	0	354
10:00	1	258	144	0	**65**	2	0	2	0	0	0	0	0	472
11:00	**2**	**326**	**174**	1	60	**3**	0	**3**	**2**	0	0	0	0	**571**
12 PM	**1**	**320**	164	**2**	**70**	2	0	**5**	0	0	0	0	0	**564**
13:00	0	316	147	0	64	1	0	1	0	0	0	0	0	529
14:00	0	280	135	1	42	1	0	1	**1**	0	0	0	0	461
15:00	0	252	123	0	38	1	0	2	0	0	0	0	0	416
16:00	1	275	**166**	1	50	**3**	**1**	0	0	**1**	0	0	0	498
17:00	1	203	125	2	39	0	0	1	0	0	0	0	0	371
18:00	0	162	87	0	27	0	0	1	1	0	0	0	0	278
19:00	0	106	71	0	21	0	0	0	0	0	0	0	0	198
20:00	0	79	37	0	8	1	0	0	1	1	0	0	0	127
21:00	0	57	23	0	8	1	0	0	0	0	0	0	0	89
22:00	0	47	24	0	6	0	0	0	0	0	0	0	0	77
23:00	0	16	11	1	3	0	0	0	0	0	0	0	0	31
Total	6	3220	1732	10	614	19	1	23	9	2	0	0	0	5636
Percent	0.1%	57.1%	30.7%	0.2%	10.9%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	07:00	10:00	11:00		11:00	11:00					11:00
Vol.	2	326	174	1	65	3		3	2					571
PM Peak	12:00	12:00	16:00	12:00	12:00	16:00	16:00	12:00	14:00	16:00				12:00
Vol.	1	320	166	2	70	3	1	5	1	1				564

Tri-State Traffic Data Inc.

184 Baker Rd
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Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	15	4	0	2	0	0	0	0	**1**	0	0	0	22
01:00	0	2	3	0	2	0	0	0	0	1	0	0	0	8
02:00	0	8	1	1	1	0	0	0	2	0	0	0	0	13
03:00	0	15	5	0	3	0	0	1	3	1	0	0	0	28
04:00	0	14	12	0	13	2	0	0	2	0	0	0	0	43
05:00	0	67	35	1	47	2	0	0	2	0	0	0	0	154
06:00	0	145	89	2	55	4	1	1	2	0	0	0	0	299
07:00	0	254	**173**	5	75	4	3	**6**	4	1	0	0	0	525
08:00	**1**	**271**	172	4	**81**	3	0	2	1	0	0	0	0	**535**
09:00	0	224	88	7	64	**5**	1	4	2	0	0	0	0	395
10:00	1	236	128	6	73	1	**4**	2	2	0	0	0	0	453
11:00	0	215	120	**8**	58	5	2	4	**6**	1	0	0	0	419
12 PM	0	234	152	**8**	63	**9**	1	3	**7**	**3**	0	0	0	480
13:00	0	241	146	2	52	3	**2**	3	5	0	0	0	0	454
14:00	2	242	146	5	**67**	3	0	3	2	1	0	0	0	471
15:00	0	269	135	4	60	5	0	**6**	0	0	0	0	0	479
16:00	**3**	**275**	**155**	3	63	2	0	4	2	0	0	0	0	**507**
17:00	0	237	146	1	57	1	0	1	0	0	0	0	0	443
18:00	0	135	88	1	37	1	0	2	0	0	0	0	0	264
19:00	0	117	58	1	25	0	0	0	0	0	0	0	0	201
20:00	0	90	39	0	10	1	0	0	1	0	0	0	0	141
21:00	0	42	27	0	5	0	0	0	0	0	0	0	0	74
22:00	0	22	17	0	5	0	0	0	0	0	0	0	0	44
23:00	0	20	9	0	2	0	0	1	0	0	0	0	0	32
Total	7	3390	1948	59	920	51	14	43	43	9	0	0	0	6484
Percent	0.1%	52.3%	30.0%	0.9%	14.2%	0.8%	0.2%	0.7%	0.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	11:00	08:00	09:00	10:00	07:00	11:00	00:00				08:00
Vol.	1	271	173	8	81	5	4	6	6	1				535
PM Peak	16:00	16:00	16:00	12:00	14:00	12:00	13:00	15:00	12:00	12:00				16:00
Vol.	3	275	155	8	67	9	2	6	7	3				507

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	0	9	4	0	0	0	0	0	1	1	0	0	0	15
01:00	0	10	2	0	2	0	0	0	1	1	0	0	0	16
02:00	0	5	3	1	1	0	0	0	0	1	0	0	0	11
03:00	0	13	3	0	4	1	0	0	0	0	0	0	0	21
04:00	0	15	10	3	8	0	0	1	3	0	0	0	0	40
05:00	0	67	38	2	33	4	0	1	0	0	0	0	0	145
06:00	0	144	86	2	64	4	0	2	2	0	0	0	0	304
07:00	**1**	**276**	**169**	9	72	1	0	2	1	**3**	0	0	0	**534**
08:00	0	262	148	**12**	**81**	0	0	2	4	3	0	0	0	512
09:00	0	223	119	10	57	2	0	2	3	1	0	0	0	417
10:00	1	228	128	3	72	1	0	3	**7**	3	0	0	0	446
11:00	0	218	118	3	72	**8**	**1**	**4**	2	1	0	0	0	427
12 PM	1	239	**156**	6	**79**	**8**	**1**	**6**	3	1	0	0	0	**500**
13:00	0	236	126	8	63	7	0	0	1	**2**	0	0	0	443
14:00	**2**	215	132	**9**	59	5	0	4	1	1	0	**1**	0	429
15:00	0	263	153	6	63	2	0	5	**4**	0	0	0	0	496
16:00	1	**278**	135	1	59	1	0	0	1	0	0	0	0	476
17:00	0	256	130	2	69	1	0	0	0	0	0	0	0	458
18:00	0	180	79	2	25	0	0	1	1	0	0	0	0	288
19:00	0	102	59	0	8	2	0	0	1	0	0	0	0	172
20:00	0	75	44	0	13	1	0	1	0	0	0	0	0	134
21:00	0	55	23	0	3	0	0	0	0	0	0	0	0	81
22:00	0	35	30	0	7	0	0	0	0	0	0	0	0	72
23:00	0	26	6	0	2	1	0	1	1	0	0	0	0	37
Total	6	3430	1901	79	916	49	2	35	37	18	0	1	0	6474
Percent	0.1%	53.0%	29.4%	1.2%	14.1%	0.8%	0.0%	0.5%	0.6%	0.3%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	08:00	11:00	11:00	11:00	10:00	07:00				07:00
Vol.	1	276	169	12	81	8	1	4	7	3				534
PM Peak	14:00	16:00	12:00	14:00	12:00	12:00	12:00	12:00	15:00	13:00		14:00		12:00
Vol.	2	278	156	9	79	8	1	6	4	2		1		500

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	13	7	0	2	0	0	0	3	0	0	0	0	25
01:00	0	7	4	0	5	1	0	0	1	**1**	0	0	0	19
02:00	0	6	2	1	1	0	0	0	1	1	0	0	0	12
03:00	0	4	6	0	5	0	0	0	1	1	0	0	0	17
04:00	0	13	8	1	10	1	0	0	1	1	0	0	0	35
05:00	0	72	38	1	34	**6**	0	1	1	0	0	0	0	153
06:00	1	150	70	5	60	4	0	2	1	0	0	0	0	293
07:00	**2**	260	**170**	8	77	3	0	1	3	1	0	0	0	525
08:00	0	**292**	160	8	61	3	0	2	2	0	0	0	0	**528**
09:00	1	245	130	**10**	74	4	0	3	**5**	0	0	0	0	472
10:00	0	216	124	6	58	4	0	2	3	0	0	0	0	413
11:00	0	228	120	6	**79**	2	0	**10**	3	1	0	0	0	449
12 PM	0	233	132	6	**79**	2	0	3	2	0	0	0	0	457
13:00	**1**	263	144	9	65	**3**	0	**6**	**5**	0	0	0	0	496
14:00	1	279	133	**10**	54	2	0	5	3	0	0	0	0	487
15:00	1	270	129	8	67	3	0	1	1	0	0	0	0	480
16:00	0	**300**	**163**	2	70	3	0	4	0	0	0	0	0	**542**
17:00	1	271	130	2	54	3	**1**	2	1	0	0	0	0	465
18:00	0	192	101	2	37	0	0	2	0	0	0	0	0	334
19:00	0	118	56	0	18	0	0	0	0	**1**	0	0	0	193
20:00	0	62	44	0	19	0	0	1	0	0	0	0	0	126
21:00	0	61	32	0	16	1	0	0	0	0	0	0	0	110
22:00	0	34	20	0	9	0	0	0	0	0	0	0	0	63
23:00	0	21	23	0	2	0	0	0	0	0	0	0	0	46
Total	8	3610	1946	85	956	45	1	45	37	7	0	0	0	6740
Percent	0.1%	53.6%	28.9%	1.3%	14.2%	0.7%	0.0%	0.7%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	09:00	11:00	05:00		11:00	09:00	01:00				08:00
Vol.	2	292	170	10	79	6		10	5	1				528
PM Peak	13:00	16:00	16:00	14:00	12:00	13:00	17:00	13:00	13:00	19:00				16:00
Vol.	1	300	163	10	79	3	1	6	5	1				542

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083550, -73.973661

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	**13**	**10**	0	3	0	0	0	1	**2**	0	0	0	**29**
01:00	0	7	2	**1**	3	0	0	0	1	1	0	0	0	15
02:00	0	3	2	0	3	0	0	0	1	1	0	0	0	10
03:00	0	11	7	1	3	0	0	**1**	1	1	0	0	0	25
04:00	0	5	10	1	**7**	**1**	0	0	**3**	0	0	0	0	27
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	39	31	3	19	1	0	1	7	5	0	0	0	106
Percent	0.0%	36.8%	29.2%	2.8%	17.9%	0.9%	0.0%	0.9%	6.6%	4.7%	0.0%	0.0%	0.0%	
AM Peak		00:00	00:00	01:00	04:00	04:00		03:00	04:00	00:00				00:00
Vol.		13	10	1	7	1		1	3	2				29
PM Peak														
Vol.														
Grand Total	54	27789	15555	472	6957	291	38	342	262	78	0	1	0	51839
Percent	0.1%	53.6%	30.0%	0.9%	13.4%	0.6%	0.1%	0.7%	0.5%	0.2%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	3	1	0	0	0	0	1	0	0	0	0	12
04:00	0	11	4	1	1	0	0	0	0	0	0	0	0	17
05:00	0	43	11	0	2	**2**	0	**2**	2	0	0	0	0	62
06:00	0	92	27	1	12	1	0	1	3	1	0	0	0	138
07:00	**1**	134	41	2	12	1	0	0	2	1	0	0	0	194
08:00	0	155	41	**4**	9	0	0	1	4	1	0	0	0	215
09:00	0	154	45	3	11	2	0	0	**10**	0	0	0	0	225
10:00	0	**164**	57	3	15	2	0	1	8	2	0	0	0	**252**
11:00	0	145	**63**	4	**16**	0	0	0	10	**3**	0	0	0	241
12 PM	0	198	77	2	13	**2**	0	3	**5**	**2**	0	0	0	302
13:00	0	181	61	0	20	2	0	**5**	3	0	0	0	0	272
14:00	0	206	73	3	15	1	0	2	4	0	0	0	0	304
15:00	**2**	305	74	**4**	18	0	0	3	3	1	0	0	0	410
16:00	0	**350**	**101**	2	**23**	1	0	3	1	1	0	0	0	**482**
17:00	0	336	82	0	14	0	0	3	0	0	0	0	0	435
18:00	0	224	50	4	11	0	**1**	0	0	0	0	0	0	290
19:00	0	128	32	1	6	0	0	0	0	0	0	0	0	167
20:00	0	107	21	0	2	0	0	0	2	0	0	0	0	132
21:00	0	97	22	0	1	0	0	0	0	0	0	0	0	120
22:00	0	64	11	0	2	0	0	0	1	0	0	0	0	78
23:00	0	24	6	0	1	0	0	1	1	0	0	0	0	33
Total	3	3130	903	35	204	14	1	25	60	12	0	0	0	4387
Percent	0.1%	71.3%	20.6%	0.8%	4.7%	0.3%	0.0%	0.6%	1.4%	0.3%	0.0%	0.0%	0.0%	
AM Peak	07:00	10:00	11:00	08:00	11:00	05:00		05:00	09:00	11:00				10:00
Vol.	1	164	63	4	16	2		2	10	3				252
PM Peak	15:00	16:00	16:00	15:00	16:00	12:00	18:00	13:00	12:00	12:00				16:00
Vol.	2	350	101	4	23	2	1	5	5	2				482

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	19	2	0	0	0	0	0	0	0	0	0	0	21
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	**1**	7	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	11	3	1	1	0	0	0	1	0	0	0	0	17
05:00	0	45	8	2	6	2	0	0	1	0	0	0	0	64
06:00	0	84	30	3	14	**3**	0	3	3	1	0	0	0	141
07:00	0	147	54	5	**24**	2	**1**	**4**	3	1	0	0	0	241
08:00	0	150	42	**8**	17	2	1	0	0	1	0	0	0	221
09:00	0	164	59	4	13	2	0	0	**6**	1	0	0	0	249
10:00	0	153	58	2	17	2	0	1	5	**2**	0	0	0	240
11:00	0	**171**	**60**	7	19	3	1	3	5	2	0	0	0	**271**
12 PM	**1**	231	65	0	18	0	0	2	**9**	1	0	0	0	327
13:00	0	212	73	3	11	1	0	2	4	1	0	0	0	307
14:00	1	235	76	4	22	1	0	**4**	1	**2**	0	0	0	346
15:00	0	347	68	**6**	19	**2**	0	4	4	0	0	0	0	450
16:00	0	**413**	85	2	19	0	0	4	3	1	0	0	0	**527**
17:00	0	395	**94**	2	**24**	0	0	1	4	1	0	0	0	521
18:00	0	254	57	3	10	1	0	0	2	0	0	0	0	327
19:00	0	201	48	0	5	0	0	0	2	0	0	0	0	256
20:00	1	151	30	1	1	1	0	0	0	0	0	0	0	185
21:00	0	136	18	0	3	0	0	0	0	0	0	0	0	157
22:00	0	67	12	0	2	0	0	0	0	0	0	0	0	81
23:00	0	34	6	0	1	0	0	0	1	0	0	0	0	42
Total	4	3641	950	53	246	22	3	28	54	14	0	0	0	5015
Percent	0.1%	72.6%	18.9%	1.1%	4.9%	0.4%	0.1%	0.6%	1.1%	0.3%	0.0%	0.0%	0.0%	
AM Peak	02:00	11:00	11:00	08:00	07:00	06:00	07:00	07:00	09:00	10:00				11:00
Vol.	1	171	60	8	24	3	1	4	6	2				271
PM Peak	12:00	16:00	17:00	15:00	17:00	15:00		14:00	12:00	14:00				16:00
Vol.	1	413	94	6	24	2		4	9	2				527

Tri-State Traffic Data Inc.

184 Baker Rd
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Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/02/22	0	24	1	0	0	0	0	0	0	0	0	0	0	25
01:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
02:00	0	7	0	1	1	0	0	0	0	0	0	0	0	9
03:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
04:00	0	10	3	0	0	1	0	1	0	0	0	0	0	15
05:00	0	43	13	2	3	1	0	0	0	0	0	0	0	62
06:00	0	80	26	0	9	1	0	1	0	0	0	0	0	117
07:00	0	160	56	5	**23**	2	**1**	0	**4**	1	0	0	0	252
08:00	0	222	68	4	8	0	0	0	4	**4**	0	0	0	310
09:00	0	194	63	**6**	19	1	0	1	4	1	0	0	0	289
10:00	0	218	59	4	22	**6**	0	1	3	4	0	0	0	317
11:00	0	**227**	**77**	2	19	2	0	**3**	0	0	0	0	0	**330**
12 PM	0	234	62	2	**29**	**6**	0	3	**6**	1	0	0	0	343
13:00	0	264	68	2	20	4	0	4	2	1	0	0	0	365
14:00	0	316	77	3	15	1	0	3	5	1	0	0	0	421
15:00	0	412	83	**6**	24	4	0	**6**	4	**3**	0	0	0	542
16:00	0	**434**	**100**	0	16	1	0	4	2	1	0	0	0	**558**
17:00	0	404	71	1	15	1	0	0	3	1	0	0	0	496
18:00	0	320	57	0	11	0	0	1	0	0	0	0	0	389
19:00	0	288	59	1	8	0	0	0	1	0	0	0	0	357
20:00	0	243	34	1	6	0	0	1	1	0	0	0	0	286
21:00	0	196	23	0	3	0	0	0	0	0	0	0	0	222
22:00	0	123	26	0	2	0	0	0	0	0	0	0	0	151
23:00	0	73	10	0	2	0	0	0	0	0	0	0	0	85
Total	0	4514	1045	40	255	31	1	29	39	18	0	0	0	5972
Percent	0.0%	75.6%	17.5%	0.7%	4.3%	0.5%	0.0%	0.5%	0.7%	0.3%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	09:00	07:00	10:00	07:00	11:00	07:00	08:00				11:00
Vol.		227	77	6	23	6	1	3	4	4				330
PM Peak		16:00	16:00	15:00	12:00	12:00		15:00	12:00	15:00				16:00
Vol.		434	100	6	29	6		6	6	3				558

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

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Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/03/22	**1**	24	5	0	2	0	0	0	1	0	0	0	0	33
01:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
02:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	5	1	1	1	0	0	0	0	0	0	0	0	8
05:00	0	24	4	1	0	0	0	0	0	0	0	0	0	29
06:00	0	46	10	2	4	0	0	0	**2**	0	0	0	0	64
07:00	0	70	40	2	4	0	0	0	2	0	0	0	0	118
08:00	0	136	38	1	6	0	0	2	1	**1**	0	0	0	185
09:00	0	191	45	2	8	**2**	0	1	2	0	0	0	0	251
10:00	0	200	53	2	**18**	0	0	**3**	0	0	0	0	0	276
11:00	0	**240**	**57**	**4**	13	0	0	0	2	0	0	0	0	**316**
12 PM	0	233	62	1	8	**1**	0	0	0	0	0	0	0	305
13:00	0	283	48	1	**13**	0	0	0	0	0	0	0	0	345
14:00	0	269	47	1	13	0	0	1	0	0	0	0	0	331
15:00	0	**307**	**65**	**2**	11	0	0	**2**	**1**	0	0	0	0	**388**
16:00	0	268	60	1	7	0	0	0	0	0	0	0	0	336
17:00	0	280	52	0	7	0	0	1	0	0	0	0	0	340
18:00	0	205	37	2	6	0	0	0	1	0	0	0	0	251
19:00	0	164	28	0	5	0	0	0	1	0	0	0	0	198
20:00	0	168	34	0	3	0	0	0	0	0	0	0	0	205
21:00	0	127	20	0	3	0	0	1	0	0	0	0	0	151
22:00	0	89	17	0	2	0	0	0	0	0	0	0	0	108
23:00	0	55	6	0	0	0	0	0	0	0	0	0	0	61
Total	1	3412	733	23	134	3	0	11	14	1	0	0	0	4332
Percent	0.0%	78.8%	16.9%	0.5%	3.1%	0.1%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	11:00	11:00	10:00	09:00		10:00	06:00	08:00				11:00
Vol.	1	240	57	4	18	2		3	2	1				316
PM Peak		15:00	15:00	15:00	13:00	12:00		15:00	15:00					15:00
Vol.		307	65	2	13	1		2	1					388

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/04/22	0	35	1	0	0	0	0	0	0	0	0	0	0	36
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	4	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
05:00	0	22	11	1	0	0	0	0	1	0	0	0	0	35
06:00	0	43	12	0	2	0	0	0	**3**	0	0	0	0	60
07:00	0	102	19	1	2	0	0	1	1	0	0	0	0	126
08:00	0	158	41	**2**	3	0	0	1	0	0	0	0	0	205
09:00	0	196	47	0	**9**	0	0	**2**	1	0	0	0	0	255
10:00	0	**223**	47	1	4	0	0	1	0	0	0	0	0	276
11:00	**1**	223	**63**	1	7	0	0	1	1	0	0	0	0	**297**
12 PM	**1**	269	**69**	1	10	0	0	**1**	0	**1**	0	0	0	352
13:00	0	251	46	**2**	8	**1**	0	0	0	0	0	0	0	308
14:00	0	**298**	53	2	8	0	0	0	0	0	0	0	0	**361**
15:00	1	260	51	0	7	1	0	0	**1**	0	0	0	0	321
16:00	0	260	51	0	**12**	0	0	1	0	0	0	0	0	324
17:00	0	290	43	0	7	1	0	0	0	0	0	0	0	341
18:00	1	176	47	0	10	0	0	0	0	0	0	0	0	234
19:00	0	180	35	0	4	0	0	0	0	0	0	0	0	219
20:00	0	104	15	0	0	0	0	0	0	0	0	0	0	119
21:00	0	69	9	0	0	0	0	0	0	0	0	0	0	78
22:00	0	41	6	0	0	0	0	0	0	0	0	0	0	47
23:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
Total	4	3268	679	12	93	3	0	8	8	1	0	0	0	4076
Percent	0.1%	80.2%	16.7%	0.3%	2.3%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	08:00	09:00			09:00	06:00					11:00
Vol.	1	223	63	2	9			2	3					297
PM Peak	12:00	14:00	12:00	13:00	16:00	13:00		12:00	15:00	12:00				14:00
Vol.	1	298	69	2	12	1		1	1	1				361

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/05/22	0	12	1	0	1	0	0	0	0	0	0	0	0	14
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
03:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
04:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
05:00	0	37	15	0	1	1	0	1	0	0	0	0	0	55
06:00	0	86	27	**5**	12	1	0	3	3	0	0	0	0	137
07:00	0	146	58	2	9	0	0	**4**	1	2	0	0	0	222
08:00	0	**201**	51	1	14	2	**1**	2	**6**	**4**	0	0	0	**282**
09:00	0	161	**59**	4	11	2	0	2	2	3	0	0	0	244
10:00	**2**	155	47	4	13	2	0	2	4	2	0	0	0	231
11:00	0	167	57	3	**19**	**3**	0	1	3	1	0	0	0	254
12 PM	**2**	208	61	1	16	1	0	2	**10**	**4**	0	0	0	305
13:00	0	233	46	2	14	2	0	2	4	2	0	0	0	305
14:00	0	250	62	0	17	**6**	0	**6**	5	1	0	0	0	347
15:00	1	289	82	**6**	13	1	0	5	4	1	0	0	0	402
16:00	1	**363**	**100**	0	**24**	3	0	3	2	1	0	0	0	**497**
17:00	0	323	74	2	20	0	0	1	0	2	0	0	0	422
18:00	0	221	38	0	15	0	0	0	2	0	0	0	0	276
19:00	0	165	34	1	4	0	0	0	1	1	0	0	0	206
20:00	0	111	26	0	3	0	0	0	0	0	0	0	0	140
21:00	0	67	18	0	0	0	0	0	1	0	0	0	0	86
22:00	0	50	9	0	1	0	0	0	1	0	0	0	0	61
23:00	0	29	4	1	0	0	0	2	1	0	0	0	0	37
Total	6	3308	875	33	208	24	1	36	50	24	0	0	0	4565
Percent	0.1%	72.5%	19.2%	0.7%	4.6%	0.5%	0.0%	0.8%	1.1%	0.5%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	09:00	06:00	11:00	11:00	08:00	07:00	08:00	08:00				08:00
Vol.	2	201	59	5	19	3	1	4	6	4				282
PM Peak	12:00	16:00	16:00	15:00	16:00	14:00		14:00	12:00	12:00				16:00
Vol.	2	363	100	6	24	6		6	10	4				497

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/06/22	0	14	1	0	0	0	0	0	1	0	0	0	0	16
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	3	1	0	1	0	0	0	0	0	0	0	12
04:00	0	12	5	1	0	0	0	0	1	0	0	0	0	19
05:00	0	40	7	1	3	0	0	1	3	2	0	0	0	57
06:00	0	81	26	2	8	1	0	2	2	1	0	0	0	123
07:00	0	127	43	**5**	15	1	0	**3**	1	2	0	0	0	197
08:00	0	147	56	5	15	1	0	0	6	**4**	0	0	0	234
09:00	0	127	59	4	**16**	0	**1**	3	4	2	0	0	0	216
10:00	0	135	51	5	12	2	0	2	7	3	0	0	0	217
11:00	0	**160**	**63**	4	15	**3**	0	3	**8**	2	0	0	0	**258**
12 PM	0	203	72	**6**	13	3	0	**4**	3	**4**	0	0	0	308
13:00	0	219	62	3	20	**4**	0	2	5	0	0	0	0	315
14:00	0	215	61	2	19	4	0	2	**6**	3	0	0	0	312
15:00	0	302	73	6	21	1	0	4	0	1	0	0	0	408
16:00	0	341	76	1	17	1	0	2	2	1	0	0	0	441
17:00	0	**351**	**86**	3	**22**	1	0	1	1	0	0	0	0	**465**
18:00	0	190	47	2	8	0	0	1	1	0	0	0	0	249
19:00	0	159	35	0	4	0	0	1	0	0	0	0	0	199
20:00	**1**	131	20	0	5	1	0	0	0	0	0	0	0	158
21:00	1	85	19	1	1	0	0	0	0	0	0	0	0	107
22:00	0	52	13	0	1	0	0	0	0	0	0	0	0	66
23:00	0	29	5	0	1	0	0	0	0	0	0	0	0	35
Total	2	3137	885	52	216	24	1	31	51	25	0	0	0	4424
Percent	0.0%	70.9%	20.0%	1.2%	4.9%	0.5%	0.0%	0.7%	1.2%	0.6%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	07:00	09:00	11:00	09:00	07:00	11:00	08:00				11:00
Vol.		160	63	5	16	3	1	3	8	4				258
PM Peak	20:00	17:00	17:00	12:00	17:00	13:00		12:00	14:00	12:00				17:00
Vol.	1	351	86	6	22	4		4	6	4				465

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/07/22	0	25	3	1	0	0	0	0	1	0	0	0	0	30
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	3	2	0	1	0	0	0	1	0	0	0	0	7
03:00	0	8	1	1	1	0	0	0	0	0	0	0	0	11
04:00	**1**	6	2	0	1	1	0	0	0	0	0	0	0	11
05:00	0	52	6	1	2	**2**	0	1	1	0	0	0	0	65
06:00	0	84	34	1	8	0	0	1	1	0	0	0	0	129
07:00	0	136	41	**6**	12	1	0	0	2	0	0	0	0	198
08:00	0	150	45	3	13	0	0	**2**	3	**3**	0	0	0	219
09:00	0	154	65	5	**24**	1	0	1	3	1	0	0	0	254
10:00	0	155	46	4	14	1	0	0	4	2	0	0	0	226
11:00	1	**171**	**70**	5	19	1	**1**	2	**8**	1	0	0	0	**279**
12 PM	**1**	199	58	1	15	2	0	1	**5**	1	0	0	0	283
13:00	0	196	67	**7**	19	0	0	0	2	1	0	0	0	292
14:00	0	240	55	0	18	**3**	0	2	3	2	0	0	0	323
15:00	1	344	81	6	12	3	0	**4**	3	**3**	0	0	0	457
16:00	0	**387**	**96**	4	**28**	2	0	1	1	0	0	0	0	**519**
17:00	0	346	71	1	24	3	0	1	1	0	0	0	0	447
18:00	0	239	43	1	9	0	0	0	1	0	0	0	0	293
19:00	1	180	33	1	2	0	0	2	1	0	0	0	0	220
20:00	0	135	35	0	7	0	0	0	1	0	0	0	0	178
21:00	0	79	17	0	7	1	0	1	0	0	0	0	0	105
22:00	0	55	18	0	4	0	0	0	0	0	0	0	0	77
23:00	0	52	11	0	1	0	0	0	1	0	0	0	0	65
Total	5	3403	900	48	241	21	1	19	43	14	0	0	0	4695
Percent	0.1%	72.5%	19.2%	1.0%	5.1%	0.4%	0.0%	0.4%	0.9%	0.3%	0.0%	0.0%	0.0%	
AM Peak	04:00	11:00	11:00	07:00	09:00	05:00	11:00	08:00	11:00	08:00				11:00
Vol.	1	171	70	6	24	2	1	2	8	3				279
PM Peak	12:00	16:00	16:00	13:00	16:00	14:00		15:00	12:00	15:00				16:00
Vol.	1	387	96	7	28	3		4	5	3				519

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/08/22	0	**16**	**8**	0	0	0	0	0	**1**	0	0	0	0	**25**
01:00	0	13	2	0	0	0	0	0	0	**1**	0	0	0	16
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
04:00	0	2	2	0	**1**	0	0	0	0	0	0	0	0	5
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	41	18	0	1	0	0	0	1	1	0	0	0	62
Percent	0.0%	66.1%	29.0%	0.0%	1.6%	0.0%	0.0%	0.0%	1.6%	1.6%	0.0%	0.0%	0.0%	
AM Peak		00:00	00:00		04:00				00:00	01:00				00:00
Vol.		16	8		1				1	1				25
PM Peak Vol.														
Grand Total	25	27854	6988	296	1598	142	8	187	320	110	0	0	0	37528
Percent	0.1%	74.2%	18.6%	0.8%	4.3%	0.4%	0.0%	0.5%	0.9%	0.3%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
05:00	0	5	10	0	4	**1**	0	0	0	0	0	0	**1**	21
06:00	0	44	23	1	9	0	0	0	0	0	0	0	0	77
07:00	0	90	56	3	34	1	0	1	2	**1**	0	0	0	**188**
08:00	0	**95**	59	**5**	23	1	0	1	0	0	0	0	0	184
09:00	0	70	57	1	35	0	0	1	**3**	0	0	0	0	167
10:00	0	73	57	0	37	1	0	**2**	1	0	0	0	0	171
11:00	0	80	**63**	0	**39**	1	0	2	1	0	0	0	1	187
12 PM	**2**	104	67	2	28	**2**	**1**	1	0	0	0	0	0	207
13:00	0	110	67	2	31	0	0	1	**1**	0	0	0	0	212
14:00	0	124	87	**6**	**44**	0	0	**2**	0	0	0	0	0	263
15:00	1	129	76	3	27	0	0	2	1	0	0	0	**1**	240
16:00	0	128	105	0	26	1	0	1	0	0	0	0	0	261
17:00	0	**167**	**107**	0	21	0	0	0	0	0	0	0	0	**295**
18:00	0	120	62	1	24	0	0	0	0	0	0	0	0	207
19:00	0	67	44	0	14	0	0	0	0	0	0	0	0	125
20:00	0	54	45	0	10	0	0	0	0	0	0	0	0	109
21:00	0	48	19	0	8	0	0	1	0	0	0	0	0	76
22:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
23:00	0	10	7	0	2	0	0	0	0	0	0	0	0	19
Total	3	1562	1029	24	416	8	1	15	10	1	0	0	3	3072
Percent	0.1%	50.8%	33.5%	0.8%	13.5%	0.3%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.1%	
AM Peak		08:00	11:00	08:00	11:00	05:00		10:00	09:00	07:00			05:00	07:00
Vol.		95	63	5	39	1		2	3	1			1	188
PM Peak	12:00	17:00	17:00	14:00	14:00	12:00	12:00	14:00	13:00				15:00	17:00
Vol.	2	167	107	6	44	2	1	2	1				1	295

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/01/22	0	5	6	0	1	0	0	0	0	0	0	0	0	12
01:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	2	0	1	0	0	1	0	0	0	0	0	8
03:00	0	1	2	0	0	0	0	0	1	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	10	13	1	4	0	0	0	0	0	0	0	0	28
06:00	0	49	39	0	13	0	0	1	0	0	0	0	0	102
07:00	0	94	63	**5**	34	0	0	0	0	0	0	0	0	196
08:00	0	**108**	50	2	34	0	0	**3**	0	0	0	0	0	197
09:00	0	67	43	2	35	0	0	3	0	0	0	0	0	150
10:00	0	92	61	0	24	0	0	1	**2**	0	0	0	0	180
11:00	0	91	**78**	0	**39**	0	0	1	1	0	0	0	0	**210**
12 PM	0	129	65	1	31	0	**1**	2	**2**	0	0	0	0	231
13:00	0	98	79	1	23	1	0	2	0	0	0	0	0	204
14:00	**1**	146	91	**7**	38	0	0	**4**	0	0	0	0	**1**	288
15:00	0	144	105	3	**43**	**2**	0	1	1	0	0	0	0	299
16:00	0	**170**	110	1	41	2	0	1	0	0	0	0	0	325
17:00	0	167	**119**	0	39	0	0	1	0	0	0	0	0	**326**
18:00	0	121	64	0	22	0	0	0	0	0	0	0	0	207
19:00	0	66	62	0	16	0	0	1	1	0	0	0	0	146
20:00	0	56	42	1	10	0	0	0	0	0	0	0	0	109
21:00	0	50	30	0	11	0	0	0	0	0	0	0	0	91
22:00	0	27	18	0	1	0	0	0	0	0	0	0	0	46
23:00	0	18	8	0	3	1	0	0	0	0	0	0	0	30
Total	1	1721	1154	24	463	6	1	22	8	0	0	0	1	3401
Percent	0.0%	50.6%	33.9%	0.7%	13.6%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	11:00	07:00	11:00			08:00	10:00					11:00
Vol.		108	78	5	39			3	2					210
PM Peak	14:00	16:00	17:00	14:00	15:00	15:00	12:00	14:00	12:00				14:00	17:00
Vol.	1	170	119	7	43	2	1	4	2				1	326

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/02/22	0	13	6	0	1	0	0	0	0	0	0	0	0	20
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	2	0	0	0	0	0	**1**	0	0	0	0	7
03:00	0	6	1	0	2	0	0	0	1	0	0	0	0	10
04:00	0	3	4	1	2	0	0	0	0	0	0	0	0	10
05:00	0	10	9	0	5	0	0	0	0	0	0	0	0	24
06:00	0	44	23	0	10	0	0	1	0	0	0	0	0	78
07:00	0	77	63	**6**	26	0	0	2	0	0	0	0	0	174
08:00	0	94	60	5	**32**	0	0	2	0	0	0	0	0	193
09:00	0	94	63	4	26	2	0	**4**	0	0	0	0	0	193
10:00	0	**107**	63	1	30	0	0	4	0	0	0	0	0	**205**
11:00	0	83	**66**	0	30	**3**	0	1	0	0	0	0	0	183
12 PM	0	138	80	3	22	0	0	**4**	1	0	0	0	0	248
13:00	**2**	131	86	1	33	**1**	0	1	0	0	0	0	0	255
14:00	1	158	**104**	**7**	36	0	0	2	**2**	0	0	0	0	310
15:00	1	170	100	3	**47**	1	0	1	1	0	0	0	0	324
16:00	0	**187**	99	0	41	0	0	4	1	0	0	0	0	**332**
17:00	0	169	89	0	38	0	0	2	0	0	0	0	0	298
18:00	0	102	70	0	28	0	0	0	0	0	0	0	0	200
19:00	0	92	78	0	19	0	0	0	0	0	0	0	0	189
20:00	0	70	58	0	13	1	0	0	0	0	0	0	0	142
21:00	0	71	42	0	12	0	0	0	0	0	0	0	0	125
22:00	0	50	27	0	8	0	0	0	0	0	0	0	0	85
23:00	0	20	17	0	2	0	0	0	0	0	0	0	0	39
Total	4	1897	1212	31	463	8	0	28	7	0	0	0	0	3650
Percent	0.1%	52.0%	33.2%	0.8%	12.7%	0.2%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00	07:00	08:00	11:00		09:00	02:00					10:00
Vol.		107	66	6	32	3		4	1					205
PM Peak	13:00	16:00	14:00	14:00	15:00	13:00		12:00	14:00					16:00
Vol.	2	187	104	7	47	1		4	2					332

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/03/22	0	7	6	0	3	0	0	0	**1**	0	0	0	0	17
01:00	0	6	7	0	3	0	0	0	0	0	0	0	0	16
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
05:00	0	0	3	0	2	0	0	**1**	0	0	0	0	0	6
06:00	0	10	12	0	7	0	0	0	0	0	0	0	0	29
07:00	0	35	19	**1**	13	0	0	1	0	0	0	0	0	69
08:00	0	40	31	0	16	0	0	0	0	0	0	0	0	87
09:00	0	80	50	1	17	0	0	1	0	0	0	0	0	149
10:00	0	94	53	0	**27**	0	0	1	0	0	0	0	0	175
11:00	0	**109**	**74**	0	21	0	0	0	0	0	0	0	0	**204**
12 PM	0	126	78	0	19	0	0	0	0	**1**	0	0	0	224
13:00	0	**143**	75	0	22	**1**	0	**2**	0	0	0	0	0	243
14:00	0	131	74	0	26	0	0	1	0	0	0	0	0	232
15:00	0	119	81	0	25	0	0	0	**1**	0	0	0	0	226
16:00	0	134	**93**	0	**27**	0	0	2	0	0	0	0	0	**256**
17:00	0	99	59	0	22	0	0	0	0	0	0	0	0	180
18:00	0	79	50	0	11	0	0	0	0	0	0	0	0	140
19:00	0	66	45	0	11	0	0	0	0	0	0	0	0	122
20:00	0	50	47	0	4	0	0	0	0	0	0	0	0	101
21:00	0	49	28	0	6	0	0	0	0	0	0	0	0	83
22:00	0	41	22	0	2	0	0	0	0	0	0	0	0	65
23:00	0	18	10	**1**	4	0	0	0	1	0	0	0	0	34
Total	0	1445	925	3	289	1	0	9	3	1	0	0	0	2676
Percent	0.0%	54.0%	34.6%	0.1%	10.8%	0.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	07:00	10:00			05:00	00:00					11:00
Vol.		109	74	1	27			1	1					204
PM Peak		13:00	16:00	23:00	16:00	13:00		13:00	15:00	12:00				16:00
Vol.		143	93	1	27	1		2	1	1				256

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/04/22	0	7	12	0	1	**1**	0	0	0	0	0	0	0	21
01:00	0	5	7	0	1	0	0	0	0	0	0	0	0	13
02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
03:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6
04:00	0	2	3	0	1	0	0	**1**	0	0	0	0	0	7
05:00	0	7	2	0	2	0	0	1	0	0	0	0	0	12
06:00	0	11	10	0	3	0	0	0	0	0	0	0	0	24
07:00	0	13	17	0	12	1	0	0	0	0	0	0	0	43
08:00	**1**	57	38	0	9	0	**1**	0	0	0	0	0	0	106
09:00	0	56	34	0	14	0	0	0	0	0	0	0	0	104
10:00	0	87	**50**	0	**20**	0	0	0	0	0	0	0	0	157
11:00	0	**101**	48	0	15	1	1	0	0	0	0	0	0	**166**
12 PM	0	105	72	0	**29**	0	0	**1**	0	0	0	0	0	207
13:00	0	**140**	73	0	25	0	0	0	0	0	0	0	0	238
14:00	**1**	124	73	0	23	0	0	0	**1**	0	0	0	0	222
15:00	0	120	79	0	16	0	0	0	0	0	0	0	**1**	216
16:00	0	131	71	**1**	22	0	0	0	0	0	0	0	0	225
17:00	0	129	**93**	1	16	0	0	1	0	0	0	0	0	**240**
18:00	0	79	61	0	18	0	0	1	0	0	0	0	0	159
19:00	0	71	44	0	15	0	0	0	0	0	0	0	0	130
20:00	0	40	34	0	7	0	0	0	0	0	0	0	0	81
21:00	0	40	17	1	4	0	0	0	0	0	0	0	0	62
22:00	0	22	13	0	3	0	0	0	0	0	0	0	0	38
23:00	0	7	11	0	2	0	0	0	0	0	0	0	0	20
Total	2	1360	868	3	260	3	2	5	1	0	0	0	1	2505
Percent	0.1%	54.3%	34.7%	0.1%	10.4%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00		10:00	00:00	08:00	04:00						11:00
Vol.	1	101	50		20	1	1	1						166
PM Peak	14:00	13:00	17:00	16:00	12:00			12:00	14:00				15:00	17:00
Vol.	1	140	93	1	29			1	1				1	240

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/05/22	0	3	5	0	3	0	0	0	0	0	0	0	0	11
01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	4	0	0	0	0	**1**	0	0	0	0	0	9
03:00	0	4	3	1	0	0	0	0	1	0	0	0	0	9
04:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
05:00	0	9	6	0	5	**1**	0	0	0	0	0	0	0	21
06:00	0	38	31	0	16	0	0	1	0	0	0	0	0	86
07:00	0	79	**61**	**4**	25	1	0	1	**2**	0	0	0	0	173
08:00	**4**	86	53	2	**34**	0	0	1	0	0	0	0	0	**180**
09:00	0	80	57	1	29	0	0	1	1	0	0	0	0	169
10:00	0	**100**	49	2	22	1	0	1	0	0	0	0	0	175
11:00	0	82	52	0	33	0	0	0	0	0	0	0	0	167
12 PM	0	151	69	3	**32**	1	0	0	**2**	0	0	0	0	258
13:00	**1**	124	52	1	32	0	0	**2**	1	0	0	0	0	213
14:00	1	132	78	**5**	30	2	0	2	1	0	0	0	0	251
15:00	0	181	81	3	22	0	0	1	0	**1**	0	0	**1**	290
16:00	1	**195**	**91**	0	31	0	0	0	2	0	0	0	0	**320**
17:00	0	165	77	0	31	**3**	0	0	0	0	0	0	0	276
18:00	0	119	55	0	16	0	0	1	0	0	0	0	0	191
19:00	0	70	36	0	9	0	0	0	0	0	0	0	0	115
20:00	0	73	27	0	7	0	0	0	0	0	0	0	0	107
21:00	0	41	19	0	4	0	0	0	0	0	0	0	0	64
22:00	0	23	6	1	0	0	0	0	0	0	0	0	0	30
23:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
Total	7	1782	922	23	383	9	0	12	10	1	0	0	1	3150
Percent	0.2%	56.6%	29.3%	0.7%	12.2%	0.3%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	07:00	07:00	08:00	05:00		02:00	07:00					08:00
Vol.	4	100	61	4	34	1		1	2					180
PM Peak	13:00	16:00	16:00	14:00	12:00	17:00		13:00	12:00	15:00			15:00	16:00
Vol.	1	195	91	5	32	3		2	2	1			1	320

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/06/22	0	7	4	0	0	0	0	0	0	0	0	0	0	11
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	3	3	0	2	0	0	0	0	0	0	0	0	8
05:00	0	10	8	2	2	0	0	0	0	0	0	0	0	22
06:00	**1**	44	29	1	9	0	0	1	0	0	0	0	0	85
07:00	1	91	47	**4**	14	0	0	1	0	0	0	0	0	158
08:00	1	87	**49**	2	22	0	0	1	**1**	0	0	0	0	163
09:00	0	79	47	1	**30**	0	0	0	1	0	0	0	**1**	159
10:00	0	**104**	38	0	23	0	0	1	0	0	0	0	0	166
11:00	0	102	46	1	28	**2**	0	**2**	0	0	0	0	0	**181**
12 PM	0	121	73	1	19	1	0	0	0	0	0	0	0	215
13:00	0	119	62	1	**30**	**2**	0	1	**2**	0	0	0	0	217
14:00	**2**	145	64	**5**	29	1	0	2	1	0	0	0	0	249
15:00	0	141	72	3	22	2	0	**4**	0	**1**	0	0	0	245
16:00	0	**194**	**82**	0	21	0	0	1	0	0	0	0	0	**298**
17:00	0	172	72	0	28	0	0	0	0	0	0	0	0	272
18:00	0	104	41	0	15	0	0	0	0	0	0	0	0	160
19:00	0	76	41	0	10	1	0	0	0	0	0	0	0	128
20:00	0	80	32	0	8	1	0	0	1	0	0	0	0	122
21:00	0	40	13	0	5	0	0	0	0	0	0	0	0	58
22:00	0	24	14	0	2	0	0	0	0	0	0	0	0	40
23:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
Total	5	1777	846	21	322	10	0	14	6	1	0	0	1	3003
Percent	0.2%	59.2%	28.2%	0.7%	10.7%	0.3%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	10:00	08:00	07:00	09:00	11:00		11:00	08:00				09:00	11:00
Vol.	1	104	49	4	30	2		2	1				1	181
PM Peak	14:00	16:00	16:00	14:00	13:00	13:00		15:00	13:00	15:00				16:00
Vol.	2	194	82	5	30	2		4	2	1				298

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/07/22	0	4	4	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
04:00	0	2	3	0	0	1	0	0	0	0	0	0	0	6
05:00	0	9	7	0	1	1	0	0	0	0	0	0	0	18
06:00	0	51	18	1	11	0	0	0	1	0	0	0	0	82
07:00	0	103	**54**	2	24	0	0	0	1	0	0	0	0	184
08:00	0	99	48	**3**	15	2	0	**1**	1	0	0	0	0	169
09:00	0	92	45	2	27	1	0	0	**2**	0	0	0	0	169
10:00	0	102	41	1	26	0	0	1	0	0	0	0	0	171
11:00	0	**108**	50	0	**32**	**3**	0	0	1	0	0	0	0	**194**
12 PM	0	136	78	0	35	0	0	2	1	0	0	0	0	252
13:00	0	126	63	2	22	**1**	0	1	**2**	0	0	0	0	217
14:00	0	165	63	**5**	**42**	0	0	1	2	0	0	0	0	278
15:00	0	177	67	2	23	1	**1**	**4**	1	0	0	0	0	276
16:00	0	168	**91**	1	20	0	0	0	0	0	0	0	**1**	281
17:00	0	**186**	91	0	30	0	0	0	0	0	0	0	0	**307**
18:00	0	111	62	0	15	0	0	0	0	0	0	0	0	188
19:00	0	82	39	0	7	0	0	0	0	0	0	0	0	128
20:00	0	70	36	0	8	0	0	0	0	0	0	0	0	114
21:00	0	44	22	0	7	0	0	0	0	0	0	0	0	73
22:00	0	30	15	0	5	0	0	0	0	0	0	0	0	50
23:00	0	7	12	0	2	0	0	0	0	0	0	0	0	21
Total	0	1883	916	19	353	10	1	10	12	0	0	0	1	3205
Percent	0.0%	58.8%	28.6%	0.6%	11.0%	0.3%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00	08:00	11:00	11:00		08:00	09:00					11:00
Vol.		108	54	3	32	3		1	2					194
PM Peak		17:00	16:00	14:00	14:00	13:00	15:00	15:00	13:00				16:00	17:00
Vol.		186	91	5	42	1	1	4	2				1	307

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saughterties, NY
Road Name: NY 212 & NY 32
Segment: 249' E of Churchland Ln
Date: 11/30/2022

GPS: 42.083713, -73.973657

WB 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/08/22	0	**7**	2	**1**	**2**	0	0	0	0	0	0	0	0	**12**
01:00	0	7	3	0	1	0	0	**1**	0	0	0	0	0	12
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	**5**	0	1	0	0	0	0	0	0	0	0	9
04:00	0	4	0	0	1	0	0	0	**1**	0	0	0	0	6
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	23	11	1	5	0	0	1	1	0	0	0	0	42
Percent	0.0%	54.8%	26.2%	2.4%	11.9%	0.0%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		00:00	03:00	00:00	00:00			01:00	04:00					00:00
Vol.		7	5	1	2			1	1					12
PM Peak														
Vol.														
Grand Total	22	13450	7883	149	2954	55	5	116	58	4	0	0	8	24704
Percent	0.1%	54.4%	31.9%	0.6%	12.0%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

Start	28-Nov-22		29-Nov-22		30-Nov-22		01-Dec-22		02-Dec-22		Weekday Average		03-Dec-22		04-Dec-22	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	7	7	14	19	10	13	17	16	15	23
01:00	*	*	*	*	*	*	5	7	4	7	4	7	5	14	5	13
02:00	*	*	*	*	*	*	3	7	2	4	2	6	6	8	7	7
03:00	*	*	*	*	*	*	4	5	9	5	6	5	5	4	3	2
04:00	*	*	*	*	15	8	25	8	18	3	19	6	8	4	7	4
05:00	*	*	*	*	60	29	57	29	47	32	55	30	22	9	11	11
06:00	*	*	*	*	151	104	152	113	153	77	152	98	44	29	31	19
07:00	*	*	*	*	**278**	197	**282**	223	260	170	**273**	197	84	63	67	41
08:00	*	*	*	*	260	**242**	255	**246**	**280**	**255**	265	**248**	113	79	102	81
09:00	*	*	*	*	250	169	233	193	235	189	239	184	203	158	180	123
10:00	*	*	*	*	197	195	220	205	206	209	208	203	229	174	219	160
11:00	*	*	*	*	172	180	238	216	227	193	212	196	**254**	**209**	**276**	**207**
12:00 PM	*	*	*	*	217	213	246	241	220	241	228	232	**257**	243	**266**	200
01:00	*	*	*	*	205	222	225	239	235	254	222	238	206	254	265	249
02:00	*	*	*	*	201	253	250	294	235	292	229	280	202	224	237	240
03:00	*	*	*	*	**267**	268	281	312	**335**	364	**294**	315	222	225	173	222
04:00	*	*	*	*	241	303	**290**	**385**	297	**373**	276	**354**	184	**291**	200	242
05:00	*	*	*	*	196	**321**	241	370	263	335	233	342	156	201	159	**252**
06:00	*	*	*	*	108	206	148	224	153	227	136	219	121	171	110	191
07:00	*	*	*	*	75	123	84	154	82	207	80	161	91	147	76	124
08:00	*	*	*	*	72	126	59	116	97	137	76	126	56	105	63	76
09:00	*	*	*	*	34	81	44	90	55	108	44	93	52	85	38	64
10:00	*	*	*	*	26	56	27	45	53	75	35	59	72	67	35	33
11:00	*	*	*	*	21	30	21	23	36	41	26	31	55	34	22	19
Total	0	0	0	0	3046	3326	3397	3752	3516	3817	3324	3643	2664	2814	2567	2603
Day	0		0		6372		7149		7333		6967		5478		5170	
AM Peak	-	-	-	-	07:00	08:00	07:00	08:00	08:00	08:00	07:00	08:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	278	242	282	246	280	255	273	248	254	209	276	207
PM Peak	-	-	-	-	15:00	17:00	16:00	16:00	15:00	16:00	15:00	16:00	12:00	16:00	12:00	17:00
Vol.	-	-	-	-	267	321	290	385	335	373	294	354	257	291	266	252

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

Start	05-Dec-22		06-Dec-22		07-Dec-22		08-Dec-22		09-Dec-22		Weekday Average		10-Dec-22		11-Dec-22	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	4	8	5	6	15	11	**10**	8	*	*	8	8	*	*	*	*
01:00	3	7	6	6	3	4	6	**10**	*	*	4	7	*	*	*	*
02:00	2	8	3	5	2	3	3	1	*	*	2	4	*	*	*	*
03:00	8	3	8	6	5	6	2	6	*	*	6	5	*	*	*	*
04:00	22	6	16	7	21	6	*	*	*	*	20	6	*	*	*	*
05:00	65	20	62	26	57	23	*	*	*	*	61	23	*	*	*	*
06:00	135	89	140	98	143	88	*	*	*	*	139	92	*	*	*	*
07:00	250	154	**273**	197	253	183	*	*	*	*	259	178	*	*	*	*
08:00	**270**	**247**	263	**230**	**266**	**221**	*	*	*	*	**266**	**233**	*	*	*	*
09:00	220	173	228	188	209	158	*	*	*	*	219	173	*	*	*	*
10:00	199	174	223	187	225	181	*	*	*	*	216	181	*	*	*	*
11:00	214	180	203	178	207	168	*	*	*	*	208	175	*	*	*	*
12:00 PM	206	230	226	207	221	241	*	*	*	*	218	226	*	*	*	*
01:00	218	215	196	199	239	224	*	*	*	*	218	213	*	*	*	*
02:00	245	238	212	248	251	237	*	*	*	*	236	241	*	*	*	*
03:00	**291**	324	**282**	287	**287**	295	*	*	*	*	**287**	302	*	*	*	*
04:00	244	307	242	**339**	256	**323**	*	*	*	*	247	**323**	*	*	*	*
05:00	198	**330**	200	279	224	311	*	*	*	*	207	307	*	*	*	*
06:00	133	214	129	184	155	195	*	*	*	*	139	198	*	*	*	*
07:00	89	115	83	140	71	122	*	*	*	*	81	126	*	*	*	*
08:00	54	88	50	88	67	105	*	*	*	*	57	94	*	*	*	*
09:00	41	74	40	58	50	77	*	*	*	*	44	70	*	*	*	*
10:00	14	33	26	40	18	37	*	*	*	*	19	37	*	*	*	*
11:00	19	17	14	30	14	26	*	*	*	*	16	24	*	*	*	*
Total	3144	3254	3130	3233	3259	3245	21	25	0	0	3177	3246	0	0	0	0
Day	6398		6363		6504		46		0		6423		0		0	
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00	00:00	01:00	-	-	08:00	08:00	-	-	-	-
Vol.	270	247	273	230	266	221	10	10	-	-	266	233	-	-	-	-
PM Peak	15:00	17:00	15:00	16:00	15:00	16:00	-	-	-	-	15:00	16:00	-	-	-	-
Vol.	291	330	282	339	287	323	-	-	-	-	287	323	-	-	-	-

Comb. Total	6398	6363	12876	7195	7333	13390	5478	5170
ADT	ADT 6,351	AADT 6,351						

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
05:00	0	46	12	0	1	1	0	0	0	0	0	0	0	60
06:00	0	114	28	0	6	3	0	0	0	0	0	0	0	151
07:00	0	**224**	31	**4**	8	9	0	**2**	0	0	0	0	0	**278**
08:00	0	189	**52**	3	5	9	0	1	**1**	0	0	0	0	260
09:00	0	182	41	1	**12**	**12**	0	0	1	**1**	0	0	0	250
10:00	0	149	29	3	8	6	0	1	0	1	0	0	0	197
11:00	0	123	34	2	7	4	0	1	1	0	0	0	0	172
12 PM	**1**	154	41	2	11	5	0	1	0	**2**	0	0	0	217
13:00	0	141	41	1	15	3	0	**2**	**1**	1	0	0	0	205
14:00	0	149	35	1	7	8	**1**	0	0	0	0	0	0	201
15:00	0	**195**	37	**5**	**16**	**12**	0	2	0	0	0	0	0	**267**
16:00	0	174	**44**	4	9	10	0	0	0	0	0	0	0	241
17:00	0	154	28	1	4	7	0	1	1	0	0	0	0	196
18:00	0	93	9	0	3	3	0	0	0	0	0	0	0	108
19:00	0	64	7	0	2	2	0	0	0	0	0	0	0	75
20:00	0	60	7	0	3	1	0	1	0	0	0	0	0	72
21:00	0	32	1	0	1	0	0	0	0	0	0	0	0	34
22:00	0	23	2	0	0	1	0	0	0	0	0	0	0	26
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Total	1	2296	485	27	118	96	1	12	5	5	0	0	0	3046
Percent	0.0%	75.4%	15.9%	0.9%	3.9%	3.2%	0.0%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	07:00	09:00	09:00		07:00	08:00	09:00				07:00
Vol.		224	52	4	12	12		2	1	1				278
PM Peak	12:00	15:00	16:00	15:00	15:00	15:00	14:00	13:00	13:00	12:00				15:00
Vol.	1	195	44	5	16	12	1	2	1	2				267

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4
04:00	0	17	3	2	2	1	0	0	0	0	0	0	0	25
05:00	0	43	8	0	3	2	0	1	0	0	0	0	0	57
06:00	0	104	36	0	7	5	0	0	0	0	0	0	0	152
07:00	0	**228**	29	**6**	10	7	0	1	1	0	0	0	0	**282**
08:00	0	189	**50**	3	5	7	0	1	0	0	0	0	0	255
09:00	0	177	39	0	6	8	0	**2**	1	0	0	0	0	233
10:00	0	163	34	1	**14**	6	0	0	**2**	0	0	0	0	220
11:00	0	177	38	1	11	**9**	0	1	1	0	0	0	0	238
12 PM	0	167	**55**	0	14	8	0	0	**2**	0	0	0	0	246
13:00	0	159	43	0	**17**	3	**1**	**2**	0	0	0	0	0	225
14:00	0	188	39	1	11	10	0	1	0	0	0	0	0	250
15:00	0	216	43	**4**	11	7	0	0	0	0	0	0	0	281
16:00	0	**219**	45	2	10	**12**	0	2	0	0	0	0	0	**290**
17:00	0	198	22	2	10	8	1	0	0	0	0	0	0	241
18:00	0	117	20	0	7	4	0	0	0	0	0	0	0	148
19:00	0	72	8	0	3	1	0	0	0	0	0	0	0	84
20:00	0	49	6	0	1	3	0	0	0	0	0	0	0	59
21:00	0	35	7	0	0	2	0	0	0	0	0	0	0	44
22:00	0	22	3	0	1	1	0	0	0	0	0	0	0	27
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Total	0	2574	532	22	144	104	2	12	7	0	0	0	0	3397
Percent	0.0%	75.8%	15.7%	0.6%	4.2%	3.1%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	07:00	10:00	11:00		09:00	10:00					07:00
Vol.		228	50	6	14	9		2	2					282
PM Peak		16:00	12:00	15:00	13:00	16:00	13:00	13:00	12:00					16:00
Vol.		219	55	4	17	12	1	2	2					290

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	12	2	0	0	0	0	0	0	0	0	0	0	14
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	1	0	1	0	0	0	**1**	0	0	0	0	9
04:00	0	12	4	0	2	0	0	0	0	0	0	0	0	18
05:00	0	30	14	0	2	1	0	0	0	0	0	0	0	47
06:00	0	110	33	0	9	1	0	0	0	0	0	0	0	153
07:00	0	200	**44**	**5**	7	4	0	0	0	0	0	0	0	260
08:00	**1**	**217**	44	4	5	**7**	0	**1**	1	0	0	0	0	**280**
09:00	0	183	33	2	**11**	5	0	0	1	0	0	0	0	235
10:00	0	154	37	1	9	4	0	1	0	0	0	0	0	206
11:00	0	178	32	3	8	5	0	1	0	0	0	0	0	227
12 PM	0	167	33	1	11	7	0	1	0	0	0	0	0	220
13:00	0	165	43	2	11	**11**	0	2	**1**	0	0	0	0	235
14:00	**1**	165	45	2	11	6	0	**5**	0	0	0	0	0	235
15:00	0	**249**	60	**4**	10	11	0	0	1	0	0	0	0	**335**
16:00	1	204	**61**	1	**21**	7	0	2	0	0	0	0	0	297
17:00	0	207	42	0	5	8	0	1	0	0	0	0	0	263
18:00	0	128	15	1	4	4	0	1	0	0	0	0	0	153
19:00	0	72	7	0	2	1	0	0	0	0	0	0	0	82
20:00	0	80	12	0	4	0	0	1	0	0	0	0	0	97
21:00	0	50	3	0	1	1	0	0	0	0	0	0	0	55
22:00	0	43	9	0	1	0	0	0	0	0	0	0	0	53
23:00	0	28	3	0	0	5	0	0	0	0	0	0	0	36
Total	3	2663	580	26	135	88	0	16	5	0	0	0	0	3516
Percent	0.1%	75.7%	16.5%	0.7%	3.8%	2.5%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	07:00	09:00	08:00		08:00	03:00					08:00
Vol.	1	217	44	5	11	7		1	1					280
PM Peak	14:00	15:00	16:00	15:00	16:00	13:00		14:00	13:00					15:00
Vol.	1	249	61	4	21	11		5	1					335

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	17	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	0	0	1	1	0	0	0	0	0	0	0	8
05:00	0	13	7	0	1	1	0	0	0	0	0	0	0	22
06:00	0	30	11	0	2	1	0	0	0	0	0	0	0	44
07:00	0	63	18	0	2	1	0	0	0	0	0	0	0	84
08:00	0	92	16	**1**	2	2	0	0	0	0	0	0	0	113
09:00	0	161	33	0	5	**4**	0	0	0	0	0	0	0	203
10:00	**1**	187	34	0	4	3	0	0	0	0	0	0	0	229
11:00	0	**198**	**46**	0	**7**	2	0	0	**1**	0	0	0	0	**254**
12 PM	0	**201**	**39**	0	**10**	6	0	**1**	0	0	0	0	0	**257**
13:00	0	161	31	1	5	**8**	0	0	0	0	0	0	0	206
14:00	0	165	26	0	4	6	0	1	0	0	0	0	0	202
15:00	0	179	29	0	9	5	0	0	0	0	0	0	0	222
16:00	0	145	31	**2**	3	3	0	0	0	0	0	0	0	184
17:00	0	136	13	0	2	4	0	0	**1**	0	0	0	0	156
18:00	0	101	15	1	1	3	0	0	0	0	0	0	0	121
19:00	0	80	9	0	1	1	0	0	0	0	0	0	0	91
20:00	0	51	3	0	1	1	0	0	0	0	0	0	0	56
21:00	0	47	5	0	0	0	0	0	0	0	0	0	0	52
22:00	0	62	7	0	1	2	0	0	0	0	0	0	0	72
23:00	0	50	3	0	1	1	0	0	0	0	0	0	0	55
Total	1	2159	378	5	62	55	0	2	2	0	0	0	0	2664
Percent	0.0%	81.0%	14.2%	0.2%	2.3%	2.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	11:00	09:00			11:00					11:00
Vol.	1	198	46	1	7	4			1					254
PM Peak		12:00	12:00	16:00	12:00	13:00		12:00	17:00					12:00
Vol.		201	39	2	10	8		1	1					257

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	13	2	0	0	0	0	0	0	0	0	0	0	15
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	8	2	0	0	1	0	0	0	0	0	0	0	11
06:00	0	22	8	0	1	0	0	0	0	0	0	0	0	31
07:00	0	49	13	0	2	3	0	0	0	0	0	0	0	67
08:00	0	79	13	0	3	**7**	0	0	0	0	0	0	0	102
09:00	0	146	30	0	2	1	0	**1**	0	0	0	0	0	180
10:00	0	187	23	0	2	7	0	0	0	0	0	0	0	219
11:00	0	**226**	**35**	**1**	**7**	7	0	0	0	0	0	0	0	**276**
12 PM	1	**224**	26	0	6	**9**	0	0	0	0	0	0	0	**266**
13:00	0	223	**30**	0	3	9	0	0	0	0	0	0	0	265
14:00	0	194	25	1	**7**	9	0	0	**1**	0	0	0	0	237
15:00	0	139	23	0	6	4	0	**1**	0	0	0	0	0	173
16:00	**2**	160	26	0	6	5	0	1	0	0	0	0	0	200
17:00	0	127	25	**2**	1	4	0	0	0	0	0	0	0	159
18:00	0	95	10	0	3	1	0	0	1	0	0	0	0	110
19:00	1	66	8	0	0	1	0	0	0	0	0	0	0	76
20:00	0	52	9	0	1	1	0	0	0	0	0	0	0	63
21:00	0	37	0	0	0	1	0	0	0	0	0	0	0	38
22:00	0	33	1	0	0	1	0	0	0	0	0	0	0	35
23:00	0	19	2	0	0	1	0	0	0	0	0	0	0	22
Total	4	2118	314	4	50	72	0	3	2	0	0	0	0	2567
Percent	0.2%	82.5%	12.2%	0.2%	1.9%	2.8%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00	11:00	08:00		09:00						11:00
Vol.		226	35	1	7	7		1						276
PM Peak	16:00	12:00	13:00	17:00	14:00	12:00		15:00	14:00					12:00
Vol.	2	224	30	2	7	9		1	1					266

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	3	0	0	0	0	1	0	0	0	0	0	8
04:00	0	10	7	0	4	1	0	0	0	0	0	0	0	22
05:00	0	49	11	0	3	2	0	0	0	0	0	0	0	65
06:00	0	99	29	0	4	3	0	0	0	0	0	0	0	135
07:00	0	192	40	**5**	9	2	0	**2**	0	0	0	0	0	250
08:00	0	**209**	**45**	3	7	5	0	1	0	0	0	0	0	**270**
09:00	**1**	169	32	2	8	6	**1**	0	0	**1**	0	0	0	220
10:00	0	164	23	0	7	4	1	0	0	0	0	0	0	199
11:00	0	157	35	0	**10**	**9**	0	1	**2**	0	0	0	0	214
12 PM	**1**	135	43	2	12	8	0	1	**2**	**2**	0	0	0	206
13:00	1	151	43	1	12	5	**1**	2	2	0	0	0	0	218
14:00	0	175	41	2	**13**	**11**	0	2	1	0	0	0	0	245
15:00	0	**218**	48	**8**	8	6	0	**3**	0	0	0	0	0	**291**
16:00	0	177	**51**	2	8	4	0	1	1	0	0	0	0	244
17:00	0	166	24	1	5	1	0	1	0	0	0	0	0	198
18:00	0	103	18	1	4	7	0	0	0	0	0	0	0	133
19:00	0	74	9	0	3	3	0	0	0	0	0	0	0	89
20:00	0	48	4	0	0	1	0	0	1	0	0	0	0	54
21:00	0	38	1	0	1	1	0	0	0	0	0	0	0	41
22:00	0	12	0	0	0	2	0	0	0	0	0	0	0	14
23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Total	3	2375	510	27	118	81	3	15	9	3	0	0	0	3144
Percent	0.1%	75.5%	16.2%	0.9%	3.8%	2.6%	0.1%	0.5%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	07:00	11:00	11:00	09:00	07:00	11:00	09:00				08:00
Vol.	1	209	45	5	10	9	1	2	2	1				270
PM Peak	12:00	15:00	16:00	15:00	14:00	14:00	13:00	15:00	12:00	12:00				15:00
Vol.	1	218	51	8	13	11	1	3	2	2				291

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	0	4	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
04:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
05:00	0	44	12	0	3	3	0	0	0	0	0	0	0	62
06:00	0	97	35	0	3	5	0	0	0	0	0	0	0	140
07:00	0	**211**	35	**6**	9	**12**	0	0	0	0	0	0	0	**273**
08:00	0	196	**47**	3	8	7	0	**2**	0	0	0	0	0	263
09:00	0	178	31	1	8	8	0	0	1	**1**	0	0	0	228
10:00	**1**	156	46	0	11	6	0	0	**2**	1	0	0	0	223
11:00	0	145	35	0	**19**	3	0	1	0	0	0	0	0	203
12 PM	0	160	40	0	**14**	10	0	2	0	0	0	0	0	226
13:00	0	147	24	3	9	**11**	0	1	**1**	0	0	0	0	196
14:00	0	155	41	1	8	3	0	**3**	1	0	0	0	0	212
15:00	0	**201**	**60**	**4**	6	8	0	2	1	0	0	0	0	**282**
16:00	0	185	40	2	7	7	0	0	0	**1**	0	0	0	242
17:00	0	163	28	1	5	3	0	0	0	0	0	0	0	200
18:00	0	108	11	0	4	6	0	0	0	0	0	0	0	129
19:00	0	74	6	0	1	2	0	0	0	0	0	0	0	83
20:00	0	40	8	0	0	2	0	0	0	0	0	0	0	50
21:00	**1**	32	5	0	0	2	0	0	0	0	0	0	0	40
22:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Total	2	2352	519	21	117	99	0	11	6	3	0	0	0	3130
Percent	0.1%	75.1%	16.6%	0.7%	3.7%	3.2%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	07:00	11:00	07:00		08:00	10:00	09:00				07:00
Vol.	1	211	47	6	19	12		2	2	1				273
PM Peak	21:00	15:00	15:00	15:00	12:00	13:00		14:00	13:00	16:00				15:00
Vol.	1	201	60	4	14	11		3	1	1				282

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	13	1	0	1	0	0	0	0	0	0	0	0	15
01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	13	6	0	0	1	0	0	1	0	0	0	0	21
05:00	0	44	10	0	2	1	0	0	0	0	0	0	0	57
06:00	0	95	37	0	7	4	0	0	0	0	0	0	0	143
07:00	0	203	35	**5**	5	4	0	0	1	0	0	0	0	253
08:00	**2**	**209**	43	4	6	2	0	0	0	0	0	0	0	**266**
09:00	0	158	37	2	4	6	0	1	1	0	0	0	0	209
10:00	1	163	39	2	9	6	0	**4**	1	0	0	0	0	225
11:00	0	124	**44**	5	**24**	**7**	0	1	**2**	0	0	0	0	207
12 PM	0	149	46	3	14	**8**	0	0	**1**	0	0	0	0	221
13:00	0	178	44	0	11	5	0	0	1	0	0	0	0	239
14:00	**1**	182	46	1	**15**	3	0	**2**	1	0	0	0	0	251
15:00	0	**222**	44	**8**	13	0	0	0	0	0	0	0	0	**287**
16:00	0	189	**50**	3	9	4	0	1	0	0	0	0	0	256
17:00	0	184	25	0	13	2	0	0	0	0	0	0	0	224
18:00	0	130	19	0	5	1	0	0	0	0	0	0	0	155
19:00	0	56	8	0	2	5	0	0	0	0	0	0	0	71
20:00	0	53	11	0	2	1	0	0	0	0	0	0	0	67
21:00	0	39	9	0	1	1	0	0	0	0	0	0	0	50
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Total	4	2437	561	33	145	61	0	9	9	0	0	0	0	3259
Percent	0.1%	74.8%	17.2%	1.0%	4.4%	1.9%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	11:00	07:00	11:00	11:00		10:00	11:00					08:00
Vol.	2	209	44	5	24	7		4	2					266
PM Peak	14:00	15:00	16:00	15:00	14:00	12:00		14:00	12:00					15:00
Vol.	1	222	50	8	15	8		2	1					287

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	**10**	0	0	0	0	0	0	0	0	0	0	0	**10**
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	**1**	0	0	0	0	0	2
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	17	3	0	0	0	0	1	0	0	0	0	0	21
Percent	0.0%	81.0%	14.3%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		00:00	02:00					03:00						00:00
Vol.		10	2					1						10
PM Peak														
Vol.														
Grand Total	18	18991	3882	165	889	656	6	81	45	11	0	0	0	24744
Percent	0.1%	76.7%	15.7%	0.7%	3.6%	2.7%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
05:00	0	20	5	0	1	1	0	0	2	0	0	0	0	29
06:00	0	81	14	3	4	2	0	0	0	0	0	0	0	104
07:00	0	141	39	4	12	1	0	0	0	0	0	0	0	197
08:00	0	**168**	**53**	**6**	8	**5**	0	2	0	0	0	0	0	**242**
09:00	0	112	40	1	9	1	**1**	2	**3**	0	0	0	0	169
10:00	0	136	36	2	**15**	2	0	**3**	1	0	0	0	0	195
11:00	0	125	37	1	13	2	0	2	0	0	0	0	0	180
12 PM	0	151	44	4	11	0	0	**2**	**1**	0	0	0	0	213
13:00	0	165	44	0	9	**2**	0	0	0	**2**	0	0	0	222
14:00	0	187	45	3	**18**	0	0	0	0	0	0	0	0	253
15:00	0	211	41	**6**	8	0	**1**	1	0	0	0	0	0	268
16:00	0	239	**57**	0	6	0	0	0	1	0	0	0	0	303
17:00	0	**274**	39	0	7	0	0	1	0	0	0	0	0	**321**
18:00	0	177	24	0	4	0	0	1	0	0	0	0	0	206
19:00	0	102	17	0	4	0	0	0	0	0	0	0	0	123
20:00	0	103	20	0	3	0	0	0	0	0	0	0	0	126
21:00	0	72	8	0	1	0	0	0	0	0	0	0	0	81
22:00	0	49	7	0	0	0	0	0	0	0	0	0	0	56
23:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
Total	0	2544	576	30	133	17	2	14	8	2	0	0	0	3326
Percent	0.0%	76.5%	17.3%	0.9%	4.0%	0.5%	0.1%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00	08:00	10:00	08:00	09:00	10:00	09:00					08:00
Vol.		168	53	6	15	5	1	3	3					242
PM Peak		17:00	16:00	15:00	14:00	13:00	15:00	12:00	12:00	13:00				17:00
Vol.		274	57	6	18	2	1	2	1	2				321

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/01/22	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	6	0	0	0	0	0	1	0	0	0	0	0	7
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	1	0	0	0	0	0	**1**	0	0	0	0	8
05:00	0	21	6	0	2	0	0	0	0	0	0	0	0	29
06:00	0	78	23	2	8	2	0	0	0	0	0	0	0	113
07:00	0	149	50	**4**	**15**	2	0	1	1	**1**	0	0	0	223
08:00	0	**167**	**59**	4	11	**3**	0	1	1	0	0	0	0	**246**
09:00	0	137	44	0	6	3	0	**3**	0	0	0	0	0	193
10:00	0	145	37	3	15	3	0	1	1	0	0	0	0	205
11:00	0	158	48	0	8	1	0	0	1	0	0	0	0	216
12 PM	**1**	176	51	2	9	0	**1**	1	0	0	0	0	0	241
13:00	0	182	48	1	5	1	0	2	0	0	0	0	0	239
14:00	0	224	51	5	10	1	0	**3**	0	0	0	0	0	294
15:00	0	235	55	**7**	11	**2**	0	2	0	0	0	0	0	312
16:00	0	**308**	60	1	**13**	1	0	2	0	0	0	0	0	**385**
17:00	0	294	**62**	1	13	0	0	0	0	0	0	0	0	370
18:00	0	189	28	0	6	0	0	1	0	0	0	0	0	224
19:00	0	131	19	0	4	0	0	0	0	0	0	0	0	154
20:00	0	95	18	0	3	0	0	0	0	0	0	0	0	116
21:00	0	74	13	0	3	0	0	0	0	0	0	0	0	90
22:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
23:00	0	20	2	0	0	1	0	0	0	0	0	0	0	23
Total	1	2848	685	30	143	20	1	18	5	1	0	0	0	3752
Percent	0.0%	75.9%	18.3%	0.8%	3.8%	0.5%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00	07:00	07:00	08:00		09:00	04:00	07:00				08:00
Vol.		167	59	4	15	3		3	1	1				246
PM Peak	12:00	16:00	17:00	15:00	16:00	15:00	12:00	14:00						16:00
Vol.	1	308	62	7	13	2	1	3						385

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/02/22	0	15	3	0	0	1	0	0	0	0	0	0	0	19
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	**1**	1	2	0	0	1	0	0	0	0	0	0	0	5
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
05:00	0	20	11	0	0	1	0	0	0	0	0	0	0	32
06:00	0	49	18	3	6	1	0	0	0	0	0	0	0	77
07:00	0	106	41	**5**	13	0	**2**	1	**2**	0	0	0	0	170
08:00	0	**173**	**61**	4	**15**	0	0	2	0	0	0	0	0	**255**
09:00	0	138	39	0	10	1	0	0	1	0	0	0	0	189
10:00	0	152	41	4	8	1	0	**3**	0	0	0	0	0	209
11:00	0	136	41	1	13	**2**	0	0	0	0	0	0	0	193
12 PM	**1**	187	42	2	6	2	0	1	0	0	0	0	0	241
13:00	0	187	52	0	11	3	0	1	0	0	0	0	0	254
14:00	1	229	46	**4**	8	2	0	1	**1**	0	0	0	0	292
15:00	1	**277**	63	4	**15**	**4**	0	0	0	0	0	0	0	364
16:00	0	274	**77**	1	14	1	**1**	**4**	0	**1**	0	0	0	**373**
17:00	0	260	65	0	8	0	0	2	0	0	0	0	0	335
18:00	0	182	40	0	5	0	0	0	0	0	0	0	0	227
19:00	0	171	32	0	4	0	0	0	0	0	0	0	0	207
20:00	0	115	19	0	2	0	0	0	1	0	0	0	0	137
21:00	0	86	17	0	5	0	0	0	0	0	0	0	0	108
22:00	0	69	6	0	0	0	0	0	0	0	0	0	0	75
23:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
Total	4	2874	723	28	144	20	3	15	5	1	0	0	0	3817
Percent	0.1%	75.3%	18.9%	0.7%	3.8%	0.5%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	08:00	08:00	07:00	08:00	11:00	07:00	10:00	07:00					08:00
Vol.	1	173	61	5	15	2	2	3	2					255
PM Peak	12:00	15:00	16:00	14:00	15:00	15:00	16:00	16:00	14:00	16:00				16:00
Vol.	1	277	77	4	15	4	1	4	1	1				373

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/03/22	0	16	0	0	0	0	0	0	0	0	0	0	0	16
01:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
06:00	0	20	7	0	2	0	0	0	0	0	0	0	0	29
07:00	0	47	11	0	5	0	0	0	0	0	0	0	0	63
08:00	0	58	16	0	3	**1**	0	**1**	0	0	0	0	0	79
09:00	**2**	121	26	**1**	**8**	0	0	0	0	0	0	0	0	158
10:00	0	134	33	1	5	0	0	1	0	0	0	0	0	174
11:00	0	**164**	**38**	0	7	0	0	0	0	0	0	0	0	**209**
12 PM	0	194	41	0	8	0	0	0	0	0	0	0	0	243
13:00	0	218	27	0	8	**1**	0	0	0	0	0	0	0	254
14:00	0	189	29	0	6	0	0	0	0	0	0	0	0	224
15:00	0	188	29	**1**	6	0	0	0	**1**	0	0	0	0	225
16:00	0	**231**	**47**	0	**12**	0	0	0	1	0	0	0	0	**291**
17:00	0	167	29	0	5	0	0	0	0	0	0	0	0	201
18:00	0	145	24	0	2	0	0	0	0	0	0	0	0	171
19:00	0	130	15	0	2	0	0	0	0	0	0	0	0	147
20:00	0	91	14	0	0	0	0	0	0	0	0	0	0	105
21:00	0	77	7	0	1	0	0	0	0	0	0	0	0	85
22:00	0	60	6	0	1	0	0	0	0	0	0	0	0	67
23:00	0	31	2	0	1	0	0	0	0	0	0	0	0	34
Total	2	2312	408	3	83	2	0	2	2	0	0	0	0	2814
Percent	0.1%	82.2%	14.5%	0.1%	2.9%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	09:00	09:00	08:00		08:00						11:00
Vol.	2	164	38	1	8	1		1						209
PM Peak		16:00	16:00	15:00	16:00	13:00			15:00					16:00
Vol.		231	47	1	12	1			1					291

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/04/22	0	19	3	0	0	**1**	0	0	0	0	0	0	0	23
01:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
06:00	0	14	3	0	2	0	0	0	0	0	0	0	0	19
07:00	0	26	12	0	2	1	0	0	0	0	0	0	0	41
08:00	0	59	18	0	3	0	**1**	0	0	0	0	0	0	81
09:00	0	106	13	0	3	0	0	**1**	0	0	0	0	0	123
10:00	0	121	36	0	3	0	0	0	0	0	0	0	0	160
11:00	0	**164**	**38**	0	**4**	0	1	0	0	0	0	0	0	**207**
12 PM	**1**	156	35	**1**	**7**	0	0	0	0	0	0	0	0	200
13:00	0	213	29	0	7	0	0	0	0	0	0	0	0	249
14:00	1	188	**43**	0	6	0	0	**1**	**1**	0	0	0	0	240
15:00	0	191	23	0	7	0	0	0	1	0	0	0	0	222
16:00	0	198	38	0	5	0	0	1	0	0	0	0	0	242
17:00	0	**215**	31	1	4	0	0	0	1	0	0	0	0	**252**
18:00	0	154	28	1	7	0	0	1	0	0	0	0	0	191
19:00	0	100	20	0	4	0	0	0	0	0	0	0	0	124
20:00	0	61	13	0	2	0	0	0	0	0	0	0	0	76
21:00	0	59	4	0	1	0	0	0	0	0	0	0	0	64
22:00	0	29	3	0	1	0	0	0	0	0	0	0	0	33
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Total	2	2120	398	3	69	2	2	4	3	0	0	0	0	2603
Percent	0.1%	81.4%	15.3%	0.1%	2.7%	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		11:00	00:00	08:00	09:00						11:00
Vol.		164	38		4	1	1	1						207
PM Peak	12:00	17:00	14:00	12:00	12:00			14:00	14:00					17:00
Vol.	1	215	43	1	7			1	1					252

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/05/22	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
02:00	0	7	0	0	0	0	0	1	0	0	0	0	0	8
03:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	12	6	0	1	1	0	0	0	0	0	0	0	20
06:00	0	63	17	3	5	1	0	0	0	0	0	0	0	89
07:00	0	96	35	5	**17**	1	0	0	0	0	0	0	0	154
08:00	0	**155**	**65**	**6**	14	1	**1**	**4**	1	0	0	0	0	**247**
09:00	**1**	117	33	4	11	**3**	0	2	**2**	0	0	0	0	173
10:00	0	125	37	1	5	3	1	2	0	0	0	0	0	174
11:00	0	131	32	2	12	2	0	1	0	0	0	0	0	180
12 PM	0	166	49	0	11	**1**	**1**	2	0	0	0	0	0	230
13:00	**1**	154	40	3	**16**	0	0	1	0	0	0	0	0	215
14:00	1	184	36	4	11	1	0	1	0	0	0	0	0	238
15:00	0	257	46	**6**	14	0	0	1	0	0	0	0	0	324
16:00	0	241	**57**	0	5	0	0	**3**	**1**	0	0	0	0	307
17:00	0	**264**	57	0	8	1	0	0	0	0	0	0	0	**330**
18:00	0	182	27	0	5	0	0	0	0	0	0	0	0	214
19:00	0	89	23	0	3	0	0	0	0	0	0	0	0	115
20:00	0	75	10	0	3	0	0	0	0	0	0	0	0	88
21:00	0	63	9	0	2	0	0	0	0	0	0	0	0	74
22:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Total	3	2442	590	35	144	15	3	18	4	0	0	0	0	3254
Percent	0.1%	75.0%	18.1%	1.1%	4.4%	0.5%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	08:00	07:00	09:00	08:00	08:00	09:00					08:00
Vol.	1	155	65	6	17	3	1	4	2					247
PM Peak	13:00	17:00	16:00	15:00	13:00	12:00	12:00	16:00	16:00					17:00
Vol.	1	264	57	6	16	1	1	3	1					330

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/06/22	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	2	0	0	0	0	0	0	**1**	0	0	0	6
04:00	0	3	3	0	0	1	0	0	0	0	0	0	0	7
05:00	0	20	3	0	3	0	0	0	0	0	0	0	0	26
06:00	0	64	25	2	5	**2**	0	0	0	0	0	0	0	98
07:00	0	139	31	**8**	**17**	0	0	**2**	0	0	0	0	0	197
08:00	**2**	**163**	**50**	7	6	1	0	1	0	0	0	0	0	**230**
09:00	0	117	49	2	14	1	**1**	1	**3**	0	0	0	0	188
10:00	0	135	35	2	14	0	1	0	0	0	0	0	0	187
11:00	0	112	45	1	17	2	0	1	0	0	0	0	0	178
12 PM	0	154	40	0	10	1	0	**2**	0	0	0	0	0	207
13:00	**1**	138	43	1	**12**	**2**	**1**	1	0	0	0	0	0	199
14:00	0	182	47	**5**	12	0	0	2	0	0	0	0	0	248
15:00	1	211	55	5	10	1	0	2	**2**	0	0	0	0	287
16:00	0	**270**	**64**	0	5	0	0	0	0	0	0	0	0	**339**
17:00	0	219	54	0	6	0	0	0	0	0	0	0	0	279
18:00	0	156	24	0	4	0	0	0	0	0	0	0	0	184
19:00	0	107	27	0	6	0	0	0	0	0	0	0	0	140
20:00	0	77	9	0	1	0	0	0	1	0	0	0	0	88
21:00	0	50	7	0	1	0	0	0	0	0	0	0	0	58
22:00	0	32	8	0	0	0	0	0	0	0	0	0	0	40
23:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
Total	4	2394	626	33	143	11	3	12	6	1	0	0	0	3233
Percent	0.1%	74.0%	19.4%	1.0%	4.4%	0.3%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	07:00	06:00	09:00	07:00	09:00	03:00				08:00
Vol.	2	163	50	8	17	2	1	2	3	1				230
PM Peak	13:00	16:00	16:00	14:00	13:00	13:00	13:00	12:00	15:00					16:00
Vol.	1	270	64	5	12	2	1	2	2					339

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/07/22	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	2	0	1	1	0	0	0	0	0	0	0	6
04:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
05:00	0	13	7	0	1	1	0	0	1	0	0	0	0	23
06:00	0	62	19	4	1	1	0	0	1	0	0	0	0	88
07:00	**2**	124	40	**6**	9	2	0	0	0	0	0	0	0	183
08:00	0	**149**	**53**	4	10	1	0	**3**	1	0	0	0	0	**221**
09:00	0	107	34	2	10	2	0	0	**2**	**1**	0	0	0	158
10:00	0	124	36	2	**17**	2	0	0	0	0	0	0	0	181
11:00	0	119	32	0	10	**4**	0	2	1	0	0	0	0	168
12 PM	0	168	52	0	**19**	**2**	0	0	0	0	0	0	0	241
13:00	0	156	49	2	14	1	0	1	1	0	0	0	0	224
14:00	0	169	47	**3**	16	0	0	0	**2**	0	0	0	0	237
15:00	0	221	**58**	3	11	0	0	**2**	0	0	0	0	0	295
16:00	0	**254**	54	2	10	2	0	1	0	0	0	0	0	**323**
17:00	0	252	47	1	11	0	0	0	0	0	0	0	0	311
18:00	0	157	30	1	7	0	0	0	0	0	0	0	0	195
19:00	0	103	18	0	1	0	0	0	0	0	0	0	0	122
20:00	0	89	15	0	1	0	0	0	0	0	0	0	0	105
21:00	0	65	9	0	3	0	0	0	0	0	0	0	0	77
22:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
23:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
Total	2	2403	618	30	153	20	0	9	9	1	0	0	0	3245
Percent	0.1%	74.1%	19.0%	0.9%	4.7%	0.6%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	07:00	10:00	11:00		08:00	09:00	09:00				08:00
Vol.	2	149	53	6	17	4		3	2	1				221
PM Peak		16:00	15:00	14:00	12:00	12:00		15:00	14:00					16:00
Vol.		254	58	3	19	2		2	2					323

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12/08/22	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	**10**	0	0	0	0	0	0	0	0	0	0	0	**10**
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	**3**	0	0	0	0	0	0	0	0	0	0	6
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	21	4	0	0	0	0	0	0	0	0	0	0	25
Percent	0.0%	84.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		01:00	03:00											01:00
Vol.		10	3											10
PM Peak														
Vol.														
Grand Total	18	19958	4628	192	1012	107	14	92	42	6	0	0	0	26069
Percent	0.1%	76.6%	17.8%	0.7%	3.9%	0.4%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	1	0	0	3	5	2	3	1	0	0	0	0	0	15
05:00	0	0	0	0	2	10	33	12	2	1	0	0	0	0	0	60
06:00	0	0	0	1	0	17	70	43	12	5	1	1	0	0	0	150
07:00	0	0	0	1	4	38	121	73	32	8	1	0	0	0	0	278
08:00	0	0	2	4	2	48	118	68	16	2	0	0	0	0	0	260
09:00	0	0	0	1	5	32	93	94	20	5	0	0	0	0	0	250
10:00	0	0	0	0	1	23	64	72	27	9	1	0	0	0	0	197
11:00	0	0	0	0	2	24	67	52	22	5	0	0	0	0	0	172
12 PM	0	0	0	1	3	29	74	64	37	7	2	0	0	0	0	217
13:00	0	0	0	0	1	36	80	50	34	4	0	0	0	0	0	205
14:00	0	0	0	1	2	18	71	81	22	5	1	0	0	0	0	201
15:00	0	0	0	0	1	37	106	87	35	0	1	0	0	0	0	267
16:00	0	0	0	0	3	28	92	85	30	3	0	0	0	0	0	241
17:00	0	0	0	0	2	28	80	70	15	1	0	0	0	0	0	196
18:00	0	0	0	0	0	14	43	42	7	1	1	0	0	0	0	108
19:00	0	0	0	1	2	12	36	21	3	0	0	0	0	0	0	75
20:00	0	0	0	0	1	8	34	24	4	1	0	0	0	0	0	72
21:00	0	0	0	0	0	5	11	15	2	1	0	0	0	0	0	34
22:00	0	0	0	0	0	2	10	11	2	1	0	0	0	0	0	26
23:00	0	0	1	2	3	3	6	6	0	0	0	0	0	0	0	21
Total	0	0	4	12	34	415	1214	972	325	60	8	1	0	0	0	3045

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/01/22	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:00	0	0	0	0	2	7	10	3	3	0	0	0	0	0	0	25
05:00	0	0	0	0	0	13	29	8	7	0	0	0	0	0	0	57
06:00	0	0	0	0	1	20	74	33	18	5	1	0	0	0	0	152
07:00	0	0	0	0	1	37	118	82	30	14	0	0	0	0	0	282
08:00	0	0	0	1	2	41	126	61	18	6	0	0	0	0	0	255
09:00	0	0	1	0	3	22	96	59	41	10	1	0	0	0	0	233
10:00	0	0	0	2	4	31	58	90	31	3	1	0	0	0	0	220
11:00	0	0	0	2	1	30	69	102	29	4	1	0	0	0	0	238
12 PM	0	0	0	0	2	32	71	80	48	11	2	0	0	0	0	246
13:00	0	0	0	0	2	16	74	90	32	11	0	0	0	0	0	225
14:00	0	0	0	0	0	22	73	94	54	5	1	0	0	1	0	250
15:00	0	0	0	1	4	32	104	94	39	5	2	0	0	0	0	281
16:00	0	0	0	0	0	24	113	116	33	4	0	0	0	0	0	290
17:00	0	0	0	0	0	25	102	82	26	4	1	0	0	0	0	240
18:00	0	0	0	0	1	20	55	49	20	3	0	0	0	0	0	148
19:00	0	0	0	0	0	11	27	27	16	2	1	0	0	0	0	84
20:00	0	0	0	0	0	6	17	23	8	5	0	0	0	0	0	59
21:00	0	0	0	0	0	3	15	14	8	4	0	0	0	0	0	44
22:00	0	0	0	0	1	1	3	10	8	4	0	0	0	0	0	27
23:00	0	0	0	0	0	4	4	5	5	2	0	1	0	0	0	21
Total	0	0	1	6	24	399	1247	1129	475	102	11	1	0	1	0	3396

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/02/22	0	0	0	0	0	2	3	4	3	1	0	0	1	0	0	14
01:00	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	1	0	3	2	1	1	0	1	0	0	0	0	9
04:00	0	0	0	0	0	2	7	4	3	2	0	0	0	0	0	18
05:00	0	0	0	0	1	8	18	15	4	1	0	0	0	0	0	47
06:00	0	0	0	0	0	22	66	39	20	5	1	0	0	0	0	153
07:00	0	0	0	0	2	36	104	72	31	15	0	0	0	0	0	260
08:00	0	0	0	1	1	38	107	83	42	8	0	0	0	0	0	280
09:00	0	0	0	0	2	21	74	92	39	6	1	0	0	0	0	235
10:00	0	0	0	0	3	16	66	54	55	12	0	0	0	0	0	206
11:00	0	0	0	1	2	29	61	90	35	7	1	1	0	0	0	227
12 PM	0	0	0	0	1	21	76	74	39	9	0	0	0	0	0	220
13:00	0	0	0	0	3	23	71	74	57	7	0	0	0	0	0	235
14:00	0	0	0	0	0	21	52	112	43	7	0	0	0	0	0	235
15:00	0	0	0	0	2	33	136	102	49	11	1	0	0	0	1	335
16:00	0	0	0	1	7	40	108	95	37	8	1	0	0	0	0	297
17:00	0	0	0	0	2	30	99	101	28	3	0	0	0	0	0	263
18:00	0	0	0	0	2	13	61	62	13	2	0	0	0	0	0	153
19:00	0	0	0	1	2	8	42	22	5	2	0	0	0	0	0	82
20:00	0	0	0	0	1	6	38	39	12	1	0	0	0	0	0	97
21:00	0	0	0	0	1	4	10	25	12	3	0	0	0	0	0	55
22:00	0	0	0	0	1	10	18	19	3	2	0	0	0	0	0	53
23:00	0	0	0	0	2	2	10	9	11	2	0	0	0	0	0	36
Total	0	0	0	5	35	390	1230	1188	545	114	6	1	1	0	1	3516

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/03/22	0	0	0	0	0	1	1	9	5	0	1	0	0	0	0	17
01:00	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
02:00	0	0	1	0	0	0	2	2	1	0	0	0	0	0	0	6
03:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
04:00	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	8
05:00	0	0	0	0	1	2	8	7	3	1	0	0	0	0	0	22
06:00	0	0	0	0	1	16	15	9	2	1	0	0	0	0	0	44
07:00	0	0	0	0	0	18	43	14	7	2	0	0	0	0	0	84
08:00	0	0	0	1	2	20	42	28	18	2	0	0	0	0	0	113
09:00	0	0	0	0	2	26	89	55	26	5	0	0	0	0	0	203
10:00	0	0	0	1	3	40	84	72	23	4	0	1	0	0	1	229
11:00	0	0	1	0	4	35	90	81	38	5	0	0	0	0	0	254
12 PM	0	0	0	0	3	24	76	92	55	7	0	0	0	0	0	257
13:00	0	0	0	1	0	22	77	68	33	3	2	0	0	0	0	206
14:00	0	0	0	1	5	18	63	75	30	8	0	1	0	0	0	201
15:00	0	0	0	1	2	21	76	84	35	3	0	0	0	0	0	222
16:00	0	0	0	0	0	23	59	64	35	3	0	0	0	0	0	184
17:00	0	0	0	2	3	20	59	55	17	0	0	0	0	0	0	156
18:00	0	0	0	0	1	25	33	46	14	2	0	0	0	0	0	121
19:00	0	0	0	0	3	12	35	28	10	2	1	0	0	0	0	91
20:00	0	0	0	0	0	6	23	21	4	1	1	0	0	0	0	56
21:00	0	0	0	0	0	5	16	23	7	1	0	0	0	0	0	52
22:00	0	0	0	0	0	4	15	30	22	1	0	0	0	0	0	72
23:00	0	0	0	0	1	4	10	35	4	1	0	0	0	0	0	55
Total	0	0	2	7	32	344	922	905	391	52	5	2	0	0	1	2663

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/04/22	0	0	0	0	0	0	2	9	3	1	0	0	0	0	0	15
01:00	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5
02:00	0	0	0	0	1	1	1	2	2	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	3	2	0	0	0	0	0	0	1	7
05:00	0	0	0	0	0	5	4	1	1	0	0	0	0	0	0	11
06:00	0	0	0	0	1	9	13	3	2	2	1	0	0	0	0	31
07:00	0	0	0	1	1	9	30	14	7	4	1	0	0	0	0	67
08:00	0	0	0	0	0	10	31	32	18	10	1	0	0	0	0	102
09:00	0	0	0	0	2	25	69	45	28	10	1	0	0	0	0	180
10:00	0	0	0	0	2	16	81	61	43	16	0	0	0	0	0	219
11:00	0	0	0	0	3	23	80	101	57	12	0	0	0	0	0	276
12 PM	0	0	0	0	2	24	66	107	54	12	1	0	0	0	0	266
13:00	0	0	0	0	2	29	83	100	44	7	0	0	0	0	0	265
14:00	0	0	0	2	2	22	64	96	44	5	1	0	1	0	0	237
15:00	0	0	0	2	2	21	50	74	23	1	0	0	0	0	0	173
16:00	0	0	0	1	2	38	69	67	19	3	0	1	0	0	0	200
17:00	0	0	0	0	0	14	66	64	15	0	0	0	0	0	0	159
18:00	0	0	0	0	3	13	25	53	14	1	1	0	0	0	0	110
19:00	0	0	0	0	2	4	23	28	13	5	1	0	0	0	0	76
20:00	0	0	0	0	0	7	18	17	16	5	0	0	0	0	0	63
21:00	0	0	0	0	0	1	11	17	7	2	0	0	0	0	0	38
22:00	0	0	0	0	0	3	3	13	12	4	0	0	0	0	0	35
23:00	0	0	0	0	1	2	5	9	4	0	0	1	0	0	0	22
Total	0	0	0	6	26	277	800	919	427	100	8	2	1	0	1	2567

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/05/22	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	8
04:00	0	0	0	0	0	5	7	4	3	3	0	0	0	0	0	22
05:00	0	0	0	0	2	10	26	12	11	4	0	0	0	0	0	65
06:00	0	0	0	0	1	20	50	32	25	7	0	0	0	0	0	135
07:00	0	0	0	0	3	28	100	66	40	12	1	0	0	0	0	250
08:00	0	0	0	0	2	34	99	83	43	9	0	0	0	0	0	270
09:00	0	0	0	2	5	16	74	67	47	7	2	0	0	0	0	220
10:00	0	0	0	0	1	20	52	75	38	11	2	0	0	0	0	199
11:00	0	0	0	0	1	35	61	63	41	10	2	0	1	0	0	214
12 PM	0	0	0	0	3	13	52	72	56	10	0	0	0	0	0	206
13:00	0	0	1	1	1	20	55	89	39	12	0	0	0	0	0	218
14:00	0	0	0	0	0	12	66	104	47	13	1	1	1	0	0	245
15:00	0	0	0	0	3	26	118	94	43	6	1	0	0	0	0	291
16:00	0	0	0	1	1	23	78	104	30	4	3	0	0	0	0	244
17:00	0	0	0	0	3	32	83	72	6	1	1	0	0	0	0	198
18:00	0	0	0	0	1	19	33	53	25	1	0	1	0	0	0	133
19:00	0	0	0	0	1	7	18	36	21	5	0	1	0	0	0	89
20:00	0	0	0	0	0	9	19	19	4	2	1	0	0	0	0	54
21:00	0	0	0	0	0	7	12	8	11	3	0	0	0	0	0	41
22:00	0	0	0	0	0	0	1	4	7	2	0	0	0	0	0	14
23:00	0	0	0	0	0	1	5	6	4	3	0	0	0	0	0	19
Total	0	0	1	4	28	339	1016	1067	544	126	14	3	2	0	0	3144

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/06/22	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
02:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	8
04:00	0	0	0	0	0	2	4	4	4	2	0	0	0	0	0	16
05:00	0	0	0	0	3	15	20	10	12	2	0	0	0	0	0	62
06:00	0	0	0	0	2	26	54	38	15	5	0	0	0	0	0	140
07:00	0	0	0	0	2	31	108	83	39	8	0	2	0	0	0	273
08:00	0	0	0	0	2	49	118	59	32	3	0	0	0	0	0	263
09:00	0	0	0	0	3	37	86	66	30	5	0	0	0	0	0	227
10:00	0	0	0	1	4	25	78	73	37	5	0	0	0	0	0	223
11:00	0	0	0	0	3	29	71	71	21	4	2	2	0	0	0	203
12 PM	0	0	0	0	1	25	82	65	42	9	1	1	0	0	0	226
13:00	0	0	0	0	4	25	54	75	36	2	0	0	0	0	0	196
14:00	0	0	0	1	1	29	59	70	43	7	2	0	0	0	0	212
15:00	0	0	0	0	5	40	92	103	36	6	0	0	0	0	0	282
16:00	0	0	0	1	2	24	102	81	26	6	0	0	0	0	0	242
17:00	0	0	0	0	2	35	86	60	16	1	0	0	0	0	0	200
18:00	0	0	0	0	2	18	49	47	11	2	0	0	0	0	0	129
19:00	0	0	0	0	2	10	26	32	10	3	0	0	0	0	0	83
20:00	0	0	0	0	0	4	10	24	8	4	0	0	0	0	0	50
21:00	0	0	1	1	0	5	10	12	9	2	0	0	0	0	0	40
22:00	0	0	0	0	0	0	7	10	8	1	0	0	0	0	0	26
23:00	0	0	0	0	0	3	4	4	3	0	0	0	0	0	0	14
Total	0	0	1	4	38	436	1128	994	441	77	5	5	0	0	0	3129

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/07/22	0	0	0	0	0	1	1	6	6	1	0	0	0	0	0	15
01:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
04:00	0	0	0	0	1	2	5	6	5	1	1	0	0	0	0	21
05:00	0	0	0	0	2	15	26	8	5	1	0	0	0	0	0	57
06:00	0	0	0	0	3	32	57	20	25	5	1	0	0	0	0	143
07:00	0	0	0	1	3	32	90	76	33	14	4	0	0	0	0	253
08:00	0	1	2	1	1	42	122	63	26	8	0	0	0	0	0	266
09:00	0	0	0	0	4	27	69	57	39	11	1	1	0	0	0	209
10:00	0	0	0	3	2	33	65	80	34	7	1	0	0	0	0	225
11:00	0	0	0	1	2	32	73	71	24	4	0	0	0	0	0	207
12 PM	0	0	0	0	0	25	61	84	41	10	0	0	0	0	0	221
13:00	0	0	0	0	2	28	95	66	43	4	1	0	0	0	0	239
14:00	0	0	0	0	2	26	73	94	50	6	0	0	0	0	0	251
15:00	0	0	0	0	4	33	110	91	46	3	0	0	0	0	0	287
16:00	0	0	0	1	2	32	85	103	29	3	0	1	0	0	0	256
17:00	0	0	0	0	2	35	85	63	31	7	1	0	0	0	0	224
18:00	0	0	0	0	1	23	59	45	24	2	1	0	0	0	0	155
19:00	0	0	0	0	1	13	26	20	9	2	0	0	0	0	0	71
20:00	0	0	0	0	2	14	19	16	9	5	2	0	0	0	0	67
21:00	0	0	0	0	0	3	20	15	7	5	0	0	0	0	0	50
22:00	0	0	0	0	0	2	2	8	5	1	0	0	0	0	0	18
23:00	0	0	0	0	0	1	4	7	2	0	0	0	0	0	0	14
Total	0	1	2	7	34	454	1148	1003	495	100	13	2	0	0	0	3259

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

EB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	0	1	0	7	2	0	0	0	0	0	0	10
01:00	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	1	2	6	8	4	0	0	0	0	0	0	21
Grand Total	0	1	11	51	252	3056	8711	8185	3647	731	70	17	4	1	3	24740

Stats

15th Percentile :	30 MPH
50th Percentile :	35 MPH
85th Percentile :	41 MPH
95th Percentile :	44 MPH
Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	16896
Percent in Pace :	68.3%
Number of Vehicles > 35 MPH :	12658
Percent of Vehicles > 35 MPH :	51.2%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
11/30/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	2	0	0	1	2	3	0	0	0	0	0	0	8
05:00	0	0	0	0	0	1	3	12	6	6	1	0	0	0	0	29
06:00	0	0	0	0	0	4	18	26	40	9	5	0	1	0	0	103
07:00	0	0	0	5	3	16	45	64	51	11	2	0	0	0	0	197
08:00	0	0	0	0	6	22	65	95	45	8	1	0	0	0	0	242
09:00	0	0	0	0	2	10	50	78	24	5	0	0	0	0	0	169
10:00	0	0	0	0	5	18	43	78	41	9	1	0	0	0	0	195
11:00	0	0	1	0	3	13	39	77	41	6	0	0	0	0	0	180
12 PM	0	0	0	0	2	6	45	109	34	15	2	0	0	0	0	213
13:00	0	0	0	0	3	16	71	99	28	5	0	0	0	0	0	222
14:00	0	0	0	1	1	19	77	114	36	5	0	0	0	0	0	253
15:00	0	0	0	0	0	19	84	119	42	3	1	0	0	0	0	268
16:00	0	0	0	0	1	20	130	120	31	1	0	0	0	0	0	303
17:00	0	0	0	0	1	28	139	119	31	3	0	0	0	0	0	321
18:00	0	0	0	0	5	13	50	90	45	3	0	0	0	0	0	206
19:00	0	0	0	0	0	4	26	64	26	3	0	0	0	0	0	123
20:00	0	0	0	1	0	2	40	51	28	3	1	0	0	0	0	126
21:00	0	0	0	0	0	3	29	28	20	1	0	0	0	0	0	81
22:00	0	0	0	0	0	0	13	20	19	3	1	0	0	0	0	56
23:00	0	0	1	0	6	2	6	8	4	2	1	0	0	0	0	30
Total	0	0	2	9	38	216	974	1373	595	101	16	0	1	0	0	3325

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/01/22	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	7
01:00	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	7
02:00	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	7
03:00	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	8
05:00	0	0	0	0	0	0	3	10	11	4	1	0	0	0	0	29
06:00	0	0	0	0	0	4	30	34	21	19	4	0	0	1	0	113
07:00	0	0	0	0	4	9	62	90	43	12	3	0	0	0	0	223
08:00	0	0	0	0	3	24	57	81	68	12	1	0	0	0	0	246
09:00	0	0	0	1	0	5	34	98	44	11	0	0	0	0	0	193
10:00	0	0	0	0	5	19	55	88	31	7	0	0	0	0	0	205
11:00	0	0	1	0	1	10	62	85	48	7	1	1	0	0	0	216
12 PM	0	0	0	0	0	11	55	116	51	7	1	0	0	0	0	241
13:00	0	0	0	1	2	4	57	102	60	13	0	0	0	0	0	239
14:00	0	0	0	0	2	20	87	127	53	4	0	1	0	0	0	294
15:00	0	0	0	1	5	17	93	131	57	7	1	0	0	0	0	312
16:00	0	0	0	1	1	26	127	165	60	3	2	0	0	0	0	385
17:00	0	0	0	0	1	45	125	144	50	5	0	0	0	0	0	370
18:00	0	0	0	0	2	13	51	111	41	5	1	0	0	0	0	224
19:00	0	0	0	0	0	2	35	73	38	5	1	0	0	0	0	154
20:00	0	0	0	0	0	0	37	43	30	5	1	0	0	0	0	116
21:00	0	0	0	0	0	5	22	39	19	5	0	0	0	0	0	90
22:00	0	0	0	0	0	0	6	22	15	1	0	0	1	0	0	45
23:00	0	0	1	0	0	1	5	8	5	2	1	0	0	0	0	23
Total	0	0	2	4	26	217	1008	1581	755	137	18	2	1	1	0	3752

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/02/22	0	0	0	0	0	1	4	6	3	5	0	0	0	0	0	19
01:00	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	7
02:00	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4
03:00	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	2	16	11	1	1	0	0	0	0	32
06:00	0	0	0	0	0	6	20	22	25	4	0	0	0	0	0	77
07:00	0	0	0	0	4	7	39	57	45	15	3	0	0	0	0	170
08:00	0	0	0	0	0	16	48	98	80	13	0	0	0	0	0	255
09:00	0	0	0	0	0	3	40	93	46	6	1	0	0	0	0	189
10:00	0	0	0	1	0	8	47	87	58	8	0	0	0	0	0	209
11:00	0	0	0	0	2	13	40	76	57	5	0	0	0	0	0	193
12 PM	0	0	0	2	3	16	60	104	53	2	1	0	0	0	0	241
13:00	0	0	0	0	0	13	69	108	61	3	0	0	0	0	0	254
14:00	0	0	0	0	6	25	89	118	48	6	0	0	0	0	0	292
15:00	0	0	0	0	2	27	110	158	60	5	1	0	0	0	1	364
16:00	0	0	0	1	3	43	119	150	48	9	0	0	0	0	0	373
17:00	0	0	0	0	0	31	136	128	34	6	0	0	0	0	0	335
18:00	0	0	0	0	2	19	46	85	64	10	1	0	0	0	0	227
19:00	0	0	0	1	2	11	68	76	41	8	0	0	0	0	0	207
20:00	0	0	1	2	0	3	39	53	31	7	1	0	0	0	0	137
21:00	0	0	0	0	0	6	22	50	27	3	0	0	0	0	0	108
22:00	0	0	1	2	2	3	15	30	20	1	1	0	0	0	0	75
23:00	0	0	0	0	0	0	11	18	10	2	0	0	0	0	0	41
Total	0	0	2	9	26	256	1030	1537	825	121	10	0	0	0	1	3817

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/03/22	0	0	0	1	0	1	6	7	0	1	0	0	0	0	0	16
01:00	0	0	0	0	0	0	2	5	4	3	0	0	0	0	0	14
02:00	0	0	0	0	1	0	2	3	1	1	0	0	0	0	0	8
03:00	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	4
04:00	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
05:00	0	0	0	0	0	0	1	3	5	0	0	0	0	0	0	9
06:00	0	0	0	0	0	1	4	8	13	2	1	0	0	0	0	29
07:00	0	0	0	0	0	4	14	27	12	6	0	0	0	0	0	63
08:00	0	0	0	0	0	3	12	34	27	3	0	0	0	0	0	79
09:00	0	0	0	1	1	3	31	89	28	5	0	0	0	0	0	158
10:00	0	0	1	0	0	5	41	80	41	6	0	0	0	0	0	174
11:00	0	0	0	0	0	10	57	109	30	3	0	0	0	0	0	209
12 PM	0	0	0	0	1	16	54	113	52	6	0	1	0	0	0	243
13:00	0	0	0	1	0	17	64	122	43	7	0	0	0	0	0	254
14:00	0	0	0	0	0	10	46	100	58	10	0	0	0	0	0	224
15:00	0	0	0	0	8	15	62	83	41	16	0	0	0	0	0	225
16:00	0	0	0	0	0	12	95	138	44	2	0	0	0	0	0	291
17:00	0	0	0	0	1	15	71	82	31	1	0	0	0	0	0	201
18:00	0	0	0	0	2	17	64	65	20	3	0	0	0	0	0	171
19:00	0	0	0	0	3	8	40	61	31	3	1	0	0	0	0	147
20:00	0	0	0	0	0	7	29	43	20	6	0	0	0	0	0	105
21:00	0	0	0	0	0	6	22	37	16	4	0	0	0	0	0	85
22:00	0	0	0	0	1	2	18	26	15	5	0	0	0	0	0	67
23:00	0	0	0	0	0	1	7	16	9	1	0	0	0	0	0	34
Total	0	0	1	3	18	153	743	1252	545	95	2	2	0	0	0	2814

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
12/04/22	0	0	0	0	1	0	3	8	11	0	0	0	0	0	0	23
01:00	0	0	0	0	0	0	3	9	1	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	2	6	2	1	0	0	0	0	0	11
06:00	0	0	0	0	1	1	2	7	7	0	1	0	0	0	0	19
07:00	0	0	0	0	0	0	9	14	12	5	1	0	0	0	0	41
08:00	0	0	0	0	0	1	13	22	30	12	3	0	0	0	0	81
09:00	0	0	0	0	0	2	22	52	42	5	0	0	0	0	0	123
10:00	0	0	0	0	0	3	28	89	35	5	0	0	0	0	0	160
11:00	0	0	0	0	1	3	50	92	52	9	0	0	0	0	0	207
12 PM	0	0	0	1	3	5	47	67	60	17	0	0	0	0	0	200
13:00	0	0	0	0	3	18	80	93	45	9	1	0	0	0	0	249
14:00	0	0	0	5	0	13	57	99	57	9	0	0	0	0	0	240
15:00	0	0	0	0	3	14	45	100	49	10	1	0	0	0	0	222
16:00	0	0	0	1	3	11	65	106	52	4	0	0	0	0	0	242
17:00	0	0	0	0	5	14	83	113	35	2	0	0	0	0	0	252
18:00	0	0	0	0	4	30	50	67	31	9	0	0	0	0	0	191
19:00	0	0	0	0	0	6	20	66	27	5	0	0	0	0	0	124
20:00	0	0	0	1	0	2	14	38	19	2	0	0	0	0	0	76
21:00	0	0	0	0	0	2	15	27	18	2	0	0	0	0	0	64
22:00	0	0	0	0	0	0	9	14	5	4	1	0	0	0	0	33
23:00	0	0	0	0	0	0	1	10	4	4	0	0	0	0	0	19
Total	0	0	0	8	24	125	621	1102	601	114	8	0	0	0	0	2603

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/05/22	0	0	0	0	0	1	1	3	1	1	1	0	0	0	0	8
01:00	0	0	0	0	0	1	1	2	2	0	1	0	0	0	0	7
02:00	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	8
03:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	2	1	2	0	1	0	0	0	6
05:00	0	0	0	0	0	0	3	13	2	0	0	2	0	0	0	20
06:00	0	0	0	2	2	13	12	21	27	8	3	0	0	1	0	89
07:00	0	0	0	0	0	9	37	37	52	19	0	0	0	0	0	154
08:00	0	0	0	0	5	38	57	73	63	11	0	0	0	0	0	247
09:00	0	1	0	0	3	7	29	81	44	7	1	0	0	0	0	173
10:00	0	0	0	0	0	17	40	71	41	4	1	0	0	0	0	174
11:00	0	0	1	0	1	9	31	90	32	14	1	0	1	0	0	180
12 PM	0	0	1	0	4	11	50	102	51	10	1	0	0	0	0	230
13:00	0	0	0	0	0	18	59	89	43	6	0	0	0	0	0	215
14:00	0	0	0	0	0	10	64	87	63	14	0	0	0	0	0	238
15:00	0	0	0	0	1	21	85	150	58	9	0	0	0	0	0	324
16:00	0	0	0	1	0	15	81	155	52	2	1	0	0	0	0	307
17:00	0	0	0	0	2	30	96	148	46	7	1	0	0	0	0	330
18:00	0	0	0	0	1	15	49	93	43	12	1	0	0	0	0	214
19:00	0	0	0	0	0	5	32	49	26	3	0	0	0	0	0	115
20:00	0	0	0	0	0	8	20	33	18	6	1	0	0	1	1	88
21:00	0	0	0	0	1	8	15	35	13	1	1	0	0	0	0	74
22:00	0	0	0	0	0	2	14	6	9	1	1	0	0	0	0	33
23:00	0	0	0	0	0	0	2	5	6	4	0	0	0	0	0	17
Total	0	1	2	3	20	238	779	1349	698	142	15	3	1	2	1	3254

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/06/22	0	0	0	0	0	0	3	0	1	0	2	0	0	0	0	6
01:00	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
03:00	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	6
04:00	0	0	0	0	0	0	1	1	3	1	1	0	0	0	0	7
05:00	0	0	0	0	0	0	6	5	9	6	0	0	0	0	0	26
06:00	0	0	0	0	0	2	15	34	31	11	4	1	0	0	0	98
07:00	0	0	0	0	2	9	34	81	60	8	1	2	0	0	0	197
08:00	0	0	1	1	1	24	56	95	45	7	0	0	0	0	0	230
09:00	0	0	0	0	0	1	43	91	48	4	1	0	0	0	0	188
10:00	0	0	1	0	0	15	49	70	40	11	1	0	0	0	0	187
11:00	0	0	0	0	1	9	55	72	37	3	0	1	0	0	0	178
12 PM	0	0	0	0	1	7	44	89	58	7	1	0	0	0	0	207
13:00	0	0	0	0	1	9	57	88	42	2	0	0	0	0	0	199
14:00	0	0	0	0	0	17	76	107	42	5	1	0	0	0	0	248
15:00	0	0	0	0	5	35	89	115	39	4	0	0	0	0	0	287
16:00	0	0	0	0	2	54	133	113	34	3	0	0	0	0	0	339
17:00	0	0	0	1	21	47	116	77	16	1	0	0	0	0	0	279
18:00	0	0	0	0	1	12	63	84	21	2	1	0	0	0	0	184
19:00	0	0	0	0	0	13	51	56	19	1	0	0	0	0	0	140
20:00	0	0	0	0	4	6	28	35	13	1	1	0	0	0	0	88
21:00	0	0	0	0	0	1	23	24	9	1	0	0	0	0	0	58
22:00	0	0	0	0	0	2	10	18	7	2	1	0	0	0	0	40
23:00	0	0	0	0	0	1	10	10	6	3	0	0	0	0	0	30
Total	0	0	2	2	39	265	965	1268	588	85	15	4	0	0	0	3233

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/07/22	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	11
01:00	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	6
04:00	0	0	0	0	1	0	1	2	1	1	0	0	0	0	0	6
05:00	0	0	0	0	0	1	3	11	7	0	0	1	0	0	0	23
06:00	0	0	0	0	1	10	22	21	25	6	2	1	0	0	0	88
07:00	0	1	1	0	2	17	32	73	48	6	3	0	0	0	0	183
08:00	0	0	0	0	1	10	49	109	41	11	0	0	0	0	0	221
09:00	0	0	0	0	3	7	44	53	43	8	0	0	0	0	0	158
10:00	0	0	3	0	1	17	50	75	23	11	1	0	0	0	0	181
11:00	0	0	0	0	0	7	40	68	42	11	0	0	0	0	0	168
12 PM	0	0	1	1	1	8	51	116	56	6	1	0	0	0	0	241
13:00	0	0	0	1	7	10	49	115	38	4	0	0	0	0	0	224
14:00	0	0	0	0	1	17	66	109	38	4	2	0	0	0	0	237
15:00	0	0	0	0	2	23	95	118	48	9	0	0	0	0	0	295
16:00	0	0	0	0	5	36	123	125	31	3	0	0	0	0	0	323
17:00	0	0	0	0	1	48	138	106	17	1	0	0	0	0	0	311
18:00	0	0	0	0	2	14	53	88	32	6	0	0	0	0	0	195
19:00	0	0	0	0	0	6	47	43	19	7	0	0	0	0	0	122
20:00	0	0	0	0	2	4	32	45	20	1	1	0	0	0	0	105
21:00	0	0	0	0	0	2	20	38	12	5	0	0	0	0	0	77
22:00	0	0	0	0	1	2	9	14	9	2	0	0	0	0	0	37
23:00	0	0	0	0	0	0	6	9	9	1	1	0	0	0	0	26
Total	0	1	5	2	31	241	934	1351	563	104	11	2	0	0	0	3245

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties, NY
Road Name: NY 212
Segment: 187' E of Blue Mountain Rd
Date: 11/30/2022

GPS: 42.084081, -74.012443

WB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
12/08/22	0	0	0	0	0	0	2	1	5	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	3	6	1	0	0	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	1	6	9	8	1	0	0	0	0	0	25
Grand Total	0	2	16	40	222	1712	7060	10822	5178	900	95	13	3	3	2	26068

Stats

15th Percentile :	31 MPH
50th Percentile :	36 MPH
85th Percentile :	42 MPH
95th Percentile :	44 MPH
Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	17882
Percent in Pace :	68.6%
Number of Vehicles > 35 MPH :	17016
Percent of Vehicles > 35 MPH :	65.3%

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-217 -- English (ENU)

Datasets:

Site:	**[122-249] Kings Hwy**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:21 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0821.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18420 / 40348 (45.65%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-217
Site: 122-249.1.2NS
Description: **Kings Hwy**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	6.0	7.0	8.0	10.0	8.0	9.0	14.0	7.8	8.9
0100-0200	3.0	3.0	6.0	4.0	3.0	9.0	7.0	3.8	5.0
0200-0300	1.0	3.0	2.0	4.0	3.0	1.0	4.0	2.6	2.6
0300-0400	5.0	5.0	3.0	5.0	5.0	4.0	3.0	4.6	4.3
0400-0500	9.0	11.0	14.0	8.0	6.0	3.0	3.0	9.6	7.7
0500-0600	45.0	43.0	36.0	46.0	32.0	7.0	5.0	40.4	30.6
0600-0700	84.0	94.0	95.0	96.0	77.0	23.0	21.0	89.2	70.0
0700-0800	135.0	137.0	128.0	130.0	120.0	42.0	38.0	130.0	104.3
0800-0900	155.0	146.0	153.0	141.0	129.0	55.0	51.0	144.8	118.6
0900-1000	147.0	154.0	135.0	153.0	**165.0**	94.0	94.0	150.8	134.6
1000-1100	144.0	122.0	150.0	131.0	146.0	84.0	125.0	138.6	128.9
1100-1200	**163.0**	**162.0**	**179.0**	**159.0**	161.0	**115.0**	**125.0**	**164.8**	**152.0**
1200-1300	239.0	238.0	235.0	212.0	209.0	167.0	168.0	226.6	209.7
1300-1400	214.0	176.0	181.0	211.0	200.0	171.0	170.0	196.4	189.0
1400-1500	205.0	205.0	212.0	226.0	203.0	170.0	**185.0**	210.2	200.9
1500-1600	271.0	262.0	401.0	293.0	266.0	206.0	143.0	298.6	263.1
1600-1700	260.0	309.0	**452.0**	311.0	**308.0**	**211.0**	150.0	**328.0**	**285.9**
1700-1800	**284.0**	**310.0**	301.0	**338.0**	273.0	170.0	169.0	301.2	263.6
1800-1900	160.0	154.0	184.0	161.0	170.0	155.0	135.0	165.8	159.9
1900-2000	107.0	114.0	118.0	132.0	97.0	104.0	87.0	113.6	108.4
2000-2100	75.0	74.0	94.0	87.0	97.0	76.0	69.0	85.4	81.7
2100-2200	49.0	58.0	45.0	47.0	72.0	62.0	43.0	54.2	53.7
2200-2300	29.0	27.0	33.0	34.0	34.0	32.0	32.0	31.4	31.6
2300-2400	12.0	18.0	14.0	24.0	23.0	18.0	8.0	18.2	16.7
Totals									
0700-1900	2377.0	2375.0	2711.0	2466.0	2350.0	1640.0	1553.0	2455.8	2210.3
0600-2200	2692.0	2715.0	3063.0	2828.0	2693.0	1905.0	1773.0	2798.2	2524.1
0600-0000	2733.0	2760.0	3110.0	2886.0	2750.0	1955.0	1813.0	2847.8	2572.4
0000-0000	2802.0	2832.0	3179.0	2963.0	2807.0	1988.0	1849.0	2916.6	2631.4
AM Peak	1100	1100	1100	1100	0900	1100	1100		
	163.0	162.0	179.0	159.0	165.0	115.0	125.0		
PM Peak	1700	1700	1600	1700	1600	1600	1400		
	284.0	310.0	452.0	338.0	308.0	211.0	185.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-218 -- English (ENU)

Datasets:

Site:	**[122-249] Kings Hwy**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:21 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0821.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 19351 / 40348 (47.96%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-218
Site: 122-249.1.2NS
Description: **Kings Hwy**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	7.0	9.0	9.0	12.0	8.0	7.0	16.0	9.0	9.7
0100-0200	1.0	6.0	3.0	3.0	2.0	4.0	6.0	3.0	3.6
0200-0300	3.0	2.0	0.0	1.0	1.0	3.0	1.0	1.4	1.6
0300-0400	7.0	9.0	11.0	10.0	9.0	9.0	8.0	9.2	9.0
0400-0500	25.0	19.0	15.0	16.0	11.0	5.0	12.0	17.2	14.7
0500-0600	81.0	81.0	89.0	89.0	52.0	21.0	11.0	78.4	60.6
0600-0700	171.0	180.0	167.0	177.0	175.0	47.0	31.0	174.0	135.4
0700-0800	**274.0**	275.0	260.0	267.0	**243.0**	55.0	31.0	263.8	200.7
0800-0900	272.0	**284.0**	**286.0**	**291.0**	231.0	100.0	75.0	**272.8**	**219.9**
0900-1000	170.0	183.0	183.0	200.0	171.0	124.0	127.0	181.4	165.4
1000-1100	170.0	170.0	186.0	161.0	189.0	172.0	144.0	175.2	170.3
1100-1200	164.0	178.0	190.0	171.0	177.0	**174.0**	**183.0**	176.0	176.7
1200-1300	**247.0**	219.0	264.0	234.0	208.0	172.0	194.0	234.4	219.7
1300-1400	238.0	214.0	225.0	209.0	**222.0**	166.0	158.0	221.6	204.6
1400-1500	195.0	204.0	241.0	243.0	185.0	168.0	187.0	213.6	203.3
1500-1600	200.0	194.0	**354.0**	216.0	195.0	**199.0**	160.0	231.8	216.9
1600-1700	236.0	**221.0**	304.0	**246.0**	220.0	178.0	**199.0**	**245.4**	**229.1**
1700-1800	171.0	186.0	251.0	212.0	166.0	156.0	182.0	197.2	189.1
1800-1900	99.0	111.0	127.0	121.0	146.0	118.0	104.0	120.8	118.0
1900-2000	73.0	69.0	80.0	73.0	66.0	105.0	79.0	72.2	77.9
2000-2100	53.0	47.0	55.0	51.0	68.0	52.0	72.0	54.8	56.9
2100-2200	29.0	42.0	28.0	53.0	56.0	51.0	37.0	41.6	42.3
2200-2300	19.0	24.0	25.0	26.0	31.0	38.0	19.0	25.0	26.0
2300-2400	8.0	12.0	15.0	12.0	15.0	21.0	9.0	12.4	13.1
Totals									
0700-1900	2436.0	2439.0	2871.0	2571.0	2353.0	1782.0	1744.0	2534.0	2313.7
0600-2200	2762.0	2777.0	3201.0	2925.0	2718.0	2037.0	1963.0	2876.6	2626.1
0600-0000	2789.0	2813.0	3241.0	2963.0	2764.0	2096.0	1991.0	2914.0	2665.3
0000-0000	2913.0	2939.0	3368.0	3094.0	2847.0	2145.0	2045.0	3032.2	2764.4
AM Peak	0700	0800	0800	0800	0700	1100	1100		
	274.0	284.0	286.0	291.0	243.0	174.0	183.0		
PM Peak	1200	1600	1500	1600	1300	1500	1600		
	247.0	221.0	354.0	246.0	222.0	199.0	199.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-216 -- English (ENU)

Datasets:

Site:	**[122-249] Kings Hwy**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:21 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0821.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37771 / 40348 (93.61%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-216
Site: 122-249.1.2NS
Description: **Kings Hwy**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	13.0	16.0	17.0	22.0	16.0	16.0	30.0	16.8	18.6
0100-0200	4.0	9.0	9.0	7.0	5.0	13.0	13.0	6.8	8.6
0200-0300	4.0	5.0	2.0	5.0	4.0	4.0	5.0	4.0	4.1
0300-0400	12.0	14.0	14.0	15.0	14.0	13.0	11.0	13.8	13.3
0400-0500	34.0	30.0	29.0	24.0	17.0	8.0	15.0	26.8	22.4
0500-0600	126.0	124.0	125.0	135.0	84.0	28.0	16.0	118.8	91.1
0600-0700	255.0	274.0	262.0	273.0	252.0	70.0	52.0	263.2	205.4
0700-0800	409.0	412.0	388.0	397.0	**363.0**	97.0	69.0	393.8	305.0
0800-0900	**427.0**	**430.0**	**439.0**	**432.0**	360.0	155.0	126.0	**417.6**	**338.4**
0900-1000	317.0	337.0	318.0	353.0	336.0	218.0	221.0	332.2	300.0
1000-1100	314.0	292.0	336.0	292.0	335.0	256.0	269.0	313.8	299.1
1100-1200	327.0	340.0	369.0	330.0	338.0	**289.0**	**308.0**	340.8	328.7
1200-1300	486.0	457.0	499.0	446.0	417.0	339.0	362.0	461.0	429.4
1300-1400	452.0	390.0	406.0	420.0	422.0	337.0	328.0	418.0	393.6
1400-1500	400.0	409.0	453.0	469.0	388.0	338.0	**372.0**	423.8	404.1
1500-1600	471.0	456.0	755.0	509.0	461.0	**405.0**	303.0	530.4	480.0
1600-1700	**496.0**	**530.0**	**756.0**	**557.0**	**528.0**	389.0	349.0	**573.4**	**515.0**
1700-1800	455.0	496.0	552.0	550.0	439.0	326.0	351.0	498.4	452.7
1800-1900	259.0	265.0	311.0	282.0	316.0	273.0	239.0	286.6	277.9
1900-2000	180.0	183.0	198.0	205.0	163.0	209.0	166.0	185.8	186.3
2000-2100	128.0	121.0	149.0	138.0	165.0	128.0	141.0	140.2	138.6
2100-2200	78.0	100.0	73.0	100.0	128.0	113.0	80.0	95.8	96.0
2200-2300	48.0	51.0	58.0	60.0	65.0	70.0	51.0	56.4	57.6
2300-2400	20.0	30.0	29.0	36.0	38.0	39.0	17.0	30.6	29.9
Totals									
0700-1900	4813.0	4814.0	5582.0	5037.0	4703.0	3422.0	3297.0	4989.8	4524.0
0600-2200	5454.0	5492.0	6264.0	5753.0	5411.0	3942.0	3736.0	5674.8	5150.3
0600-0000	5522.0	5573.0	6351.0	5849.0	5514.0	4051.0	3804.0	5761.8	5237.7
0000-0000	5715.0	5771.0	6547.0	6057.0	5654.0	4133.0	3894.0	5948.8	5395.9
AM Peak	0800	0800	0800	0800	0700	1100	1100		
	427.0	430.0	439.0	432.0	363.0	289.0	308.0		
PM Peak	1600	1600	1600	1600	1600	1500	1400		
	496.0	530.0	756.0	557.0	528.0	405.0	372.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-220 -- English (ENU)

Datasets:

Site:	**[122-249] Kings Hwy**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:21 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0821.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18420 / 40348 (45.65%)

Speed Statistics

SpeedStat-220
Site: 122-249.1.2NS
Description: **Kings Hwy**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 18420
Posted speed limit = 40 mph, Exceeding = 12591 (68.36%), Mean Exceeding = 44.64 mph
Maximum = 70.0 mph, **Minimum** = 6.3 mph, **Mean** = 41.6 mph
85% Speed = 46.96 mph, **95% Speed** = 49.77 mph, **Median** = 42.11 mph
12 mph Pace = 37 - 49, **Number in Pace** = 14436 (78.37%)
Variance = 41.50, **Standard Deviation** = 6.44 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	18420	100.0%	0.00	0.00	0.00
6 - **12**	180	1.0%	180	1.0%	18240	99.0%	0.00	0.00	0.00
12 - **19**	154	0.8%	334	1.8%	18086	98.2%	0.00	0.00	0.00
19 - **25**	112	0.6%	446	2.4%	17974	97.6%	0.00	0.00	0.00
25 - **31**	285	1.5%	731	4.0%	17689	96.0%	0.00	0.00	0.00
31 - **37**	2224	12.1%	2955	16.0%	15465	84.0%	0.00	0.00	0.00
37 - **43**	8321	45.2%	11276	61.2%	7144	38.8%	0.00	0.00	0.00
43 - **50**	6167	33.5%	17443	94.7%	977	5.3%	0.00	0.00	0.00
50 - **56**	904	4.9%	18347	99.6%	73	0.4%	0.00	0.00	0.00
56 - **62**	67	0.4%	18414	100.0%	6	0.0%	0.00	0.00	0.00
62 - **68**	5	0.0%	18419	100.0%	1	0.0%	0.00	0.00	0.00
68 - **75**	1	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
81 - **87**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	18420	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	40 (PSL)	5829	31.6%	12591	68.4%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-221 -- English (ENU)

Datasets:

Site:	**[122-249] Kings Hwy**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:21 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0821.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 19351 / 40348 (47.96%)

Speed Statistics

SpeedStat-221
Site: 122-249.1.2NS
Description: **Kings Hwy**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 19351
Posted speed limit = 40 mph, Exceeding = 15263 (78.87%), Mean Exceeding = 45.24 mph
Maximum = 72.0 mph, **Minimum** = 6.5 mph, **Mean** = 43.5 mph
85% Speed = 48.00 mph, **95% Speed** = 50.94 mph, **Median** = 43.40 mph
12 mph Pace = 38 - 50, **Number in Pace** = 15755 (81.42%)
Variance = 23.45, **Standard Deviation** = 4.84 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	19351	100.0%	0.00	0.00	0.00
6 - **12**	8	0.0%	8	0.0%	19343	100.0%	0.00	0.00	0.00
12 - **19**	8	0.0%	16	0.1%	19335	99.9%	0.00	0.00	0.00
19 - **25**	7	0.0%	23	0.1%	19328	99.9%	0.00	0.00	0.00
25 - **31**	159	0.8%	182	0.9%	19169	99.1%	0.00	0.00	0.00
31 - **37**	1473	7.6%	1655	8.6%	17696	91.4%	0.00	0.00	0.00
37 - **43**	7950	41.1%	9605	49.6%	9746	50.4%	0.00	0.00	0.00
43 - **50**	8078	41.7%	17683	91.4%	1668	8.6%	0.00	0.00	0.00
50 - **56**	1482	7.7%	19165	99.0%	186	1.0%	0.00	0.00	0.00
56 - **62**	160	0.8%	19325	99.9%	26	0.1%	0.00	0.00	0.00
62 - **68**	23	0.1%	19348	100.0%	3	0.0%	0.00	0.00	0.00
68 - **75**	3	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
81 - **87**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	19351	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	40 (PSL)	4088	21.1%	15263	78.9%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-219 -- English (ENU)

Datasets:

Site:	**[122-249] Kings Hwy**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:21 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0821.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37771 / 40348 (93.61%)

Speed Statistics

SpeedStat-219
Site: 122-249.1.2NS
Description: **Kings Hwy**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 37771
Posted speed limit = 40 mph, Exceeding = 27854 (73.74%), Mean Exceeding = 44.97 mph
Maximum = 72.0 mph, **Minimum** = 6.3 mph, **Mean** = 42.6 mph
85% Speed = 47.45 mph, **95% Speed** = 50.38 mph, **Median** = 42.73 mph
12 mph Pace = 37 - 49, **Number in Pace** = 30047 (79.55%)
Variance = 33.16, **Standard Deviation** = 5.76 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	37771	100.0%	0.00	0.00	0.00
6 - **12**	188	0.5%	188	0.5%	37583	99.5%	0.00	0.00	0.00
12 - **19**	162	0.4%	350	0.9%	37421	99.1%	0.00	0.00	0.00
19 - **25**	119	0.3%	469	1.2%	37302	98.8%	0.00	0.00	0.00
25 - **31**	444	1.2%	913	2.4%	36858	97.6%	0.00	0.00	0.00
31 - **37**	3697	9.8%	4610	12.2%	33161	87.8%	0.00	0.00	0.00
37 - **43**	16271	43.1%	20881	55.3%	16890	44.7%	0.00	0.00	0.00
43 - **50**	14245	37.7%	35126	93.0%	2645	7.0%	0.00	0.00	0.00
50 - **56**	2386	6.3%	37512	99.3%	259	0.7%	0.00	0.00	0.00
56 - **62**	227	0.6%	37739	99.9%	32	0.1%	0.00	0.00	0.00
62 - **68**	28	0.1%	37767	100.0%	4	0.0%	0.00	0.00	0.00
68 - **75**	4	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
81 - **87**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	37771	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	40 (PSL)	9917	26.3%	27854	73.7%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

Start Time	Mon 02-Jan-23	Tue 03-Jan-23	Wed 04-Jan-23	Thu 05-Jan-23	Fri 06-Jan-23	Average Day	Sat 07-Jan-23	Sun 08-Jan-23	Week Average
12:00 AM	*	*	*	16	19	18	17	20	18
01:00	*	*	16	5	4	8	16	13	11
02:00	*	*	3	7	8	6	6	5	6
03:00	*	*	17	19	12	16	13	12	15
04:00	*	*	22	34	25	27	14	15	22
05:00	*	*	91	92	91	91	31	24	66
06:00	*	*	178	184	147	170	65	39	123
07:00	*	*	**273**	255	251	260	95	62	187
08:00	*	*	248	**286**	**317**	**284**	149	113	223
09:00	*	*	217	213	237	222	212	198	215
10:00	*	*	231	218	214	221	241	238	**228**
11:00	*	*	201	189	185	192	**267**	**255**	219
12:00 PM	*	*	**264**	**252**	233	250	279	262	**258**
01:00	*	*	214	217	249	227	**282**	**267**	246
02:00	*	*	251	242	244	246	233	238	242
03:00	*	*	242	244	247	244	250	246	246
04:00	*	*	258	248	**260**	**255**	235	266	253
05:00	*	*	199	224	227	217	240	198	218
06:00	*	*	151	143	183	159	169	164	162
07:00	*	*	79	123	129	110	135	102	114
08:00	*	*	55	69	87	70	89	59	72
09:00	*	*	50	57	67	58	70	45	58
10:00	*	*	38	33	35	35	38	24	34
11:00	*	*	18	21	23	21	34	15	22
Day Total	0	0	3316	3391	3494	3407	3180	2880	3258
% Avg. WkDay	0.0%	0.0%	97.3%	99.5%	102.6%				
% Avg. Week	0.0%	0.0%	101.8%	104.1%	107.2%	104.6%	97.6%	88.4%	
AM Peak	-	-	07:00	08:00	08:00	- 08:00	- 11:00	11:00	- 10:00	-	-
Vol.	-	-	273	286	317	- 284	- 267	255	- 228	-	-
PM Peak	-	-	12:00	12:00	16:00	- 16:00	- 13:00	13:00	- 12:00	-	-
Vol.	-	-	264	252	260	- 255	- 282	267	- 258	-	-

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

Start Time	Mon 09-Jan-23	Tue 10-Jan-23	Wed 11-Jan-23	Thu 12-Jan-23	Fri 13-Jan-23	Average Day	Sat 14-Jan-23	Sun 15-Jan-23	Week Average
12:00 AM	17	12	15	**18**	*	16	*	*	16
01:00	7	9	11	11	*	10	*	*	10
02:00	6	11	8	*	*	8	*	*	8
03:00	18	23	21	*	*	21	*	*	21
04:00	25	15	28	*	*	23	*	*	23
05:00	87	102	89	*	*	93	*	*	93
06:00	162	176	173	*	*	170	*	*	170
07:00	270	273	**294**	*	*	279	*	*	279
08:00	**303**	**281**	271	*	*	**285**	*	*	**285**
09:00	186	231	220	*	*	212	*	*	212
10:00	226	225	207	*	*	219	*	*	219
11:00	200	166	202	*	*	189	*	*	189
12:00 PM	225	**244**	219	*	*	229	*	*	229
01:00	215	239	221	*	*	225	*	*	225
02:00	232	236	253	*	*	240	*	*	240
03:00	273	235	271	*	*	260	*	*	260
04:00	**284**	235	**287**	*	*	**269**	*	*	**269**
05:00	220	225	239	*	*	228	*	*	228
06:00	158	160	136	*	*	151	*	*	151
07:00	81	90	97	*	*	89	*	*	89
08:00	51	55	74	*	*	60	*	*	60
09:00	57	44	33	*	*	45	*	*	45
10:00	26	25	32	*	*	28	*	*	28
11:00	22	16	25	*	*	21	*	*	21
Day Total	3351	3328	3426	29	0	3370	0	0	3370
% Avg. WkDay	99.4%	98.8%	101.7%	0.9%	0.0%				
% Avg. Week	99.4%	98.8%	101.7%	0.9%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	00:00	-	08:00	-	-	08:00
Vol.	303	281	294	18	-	285	-	-	285
PM Peak	16:00	12:00	16:00	-	-	16:00	-	-	16:00
Vol.	284	244	287	-	-	269	-	-	269

Grand Total	3351	3328	6742	3420	3494	6777	3180	2880	6628
ADT		ADT 3,298		AADT 3,298					

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

Start	02-Jan-23		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	28	6	40	4	34	5	46	4	37	4
01:00	*	*	*	*	*	*	14	5	15	6	14	6	26	3	14	6
02:00	*	*	*	*	7	3	8	5	10	2	8	3	14	4	16	3
03:00	*	*	*	*	11	10	9	14	13	12	11	12	8	8	6	4
04:00	*	*	*	*	15	12	21	20	17	15	18	16	12	12	10	5
05:00	*	*	*	*	53	59	49	59	38	47	47	55	21	16	20	8
06:00	*	*	*	*	117	97	113	107	101	92	110	99	72	35	57	24
07:00	*	*	*	*	183	**158**	188	**160**	189	**131**	187	**150**	203	47	162	31
08:00	*	*	*	*	210	143	234	141	273	123	239	136	384	67	266	72
09:00	*	*	*	*	240	106	252	96	233	100	242	101	329	101	**312**	124
10:00	*	*	*	*	242	100	**263**	115	**280**	105	262	107	385	96	263	210
11:00	*	*	*	*	**268**	96	262	118	267	106	**266**	107	**389**	**139**	274	**314**
12:00 PM	*	*	*	*	297	118	316	**147**	307	109	307	125	**388**	138	303	268
01:00	*	*	*	*	258	104	290	85	363	85	304	91	356	123	312	288
02:00	*	*	*	*	385	93	327	91	389	99	367	94	383	159	**344**	294
03:00	*	*	*	*	431	98	464	117	483	132	459	116	386	208	296	394
04:00	*	*	*	*	500	**136**	491	126	594	129	528	**130**	356	**258**	314	**425**
05:00	*	*	*	*	**506**	89	**505**	113	**605**	**148**	**539**	117	282	215	226	322
06:00	*	*	*	*	300	62	327	51	457	77	361	63	275	84	223	117
07:00	*	*	*	*	195	43	230	34	398	35	274	37	218	52	172	82
08:00	*	*	*	*	164	17	197	39	305	32	222	29	183	52	123	66
09:00	*	*	*	*	105	31	143	24	297	30	182	28	170	23	95	31
10:00	*	*	*	*	84	11	86	9	164	15	111	12	87	18	45	13
11:00	*	*	*	*	34	14	58	17	94	11	62	14	71	19	42	4
Total	0	0	0	0	4605	1600	4875	1699	5932	1645	5154	1653	5044	1881	3932	3109
Day	0		0		6205		6574		7577		6807		6925		7041	
AM Peak	-	-	-	-	11:00	07:00	10:00	07:00	10:00	07:00	11:00	07:00	11:00	11:00	09:00	11:00
Vol.	-	-	-	-	268	158	263	160	280	131	266	150	389	139	312	314
PM Peak	-	-	-	-	17:00	16:00	17:00	12:00	17:00	17:00	17:00	16:00	12:00	16:00	14:00	16:00
Vol.	-	-	-	-	506	136	505	147	605	148	539	130	388	258	344	425

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

Start	09-Jan-23		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	24	5	29	4	30	11	**30**	**10**	*	*	28	8	*	*	*	*
01:00	10	1	10	7	17	5	11	2	*	*	12	4	*	*	*	*
02:00	6	6	8	4	8	6	*	*	*	*	7	5	*	*	*	*
03:00	10	17	6	11	11	11	*	*	*	*	9	13	*	*	*	*
04:00	15	24	20	16	16	20	*	*	*	*	17	20	*	*	*	*
05:00	46	65	50	72	41	59	*	*	*	*	46	65	*	*	*	*
06:00	115	120	94	108	112	114	*	*	*	*	107	114	*	*	*	*
07:00	221	**147**	236	**162**	241	**157**	*	*	*	*	233	**155**	*	*	*	*
08:00	267	130	271	139	325	152	*	*	*	*	288	140	*	*	*	*
09:00	**297**	108	**274**	110	**327**	89	*	*	*	*	**299**	102	*	*	*	*
10:00	261	103	250	93	278	83	*	*	*	*	263	93	*	*	*	*
11:00	254	120	257	96	271	104	*	*	*	*	261	107	*	*	*	*
12:00 PM	299	128	286	107	276	100	*	*	*	*	287	112	*	*	*	*
01:00	320	101	275	90	276	118	*	*	*	*	290	103	*	*	*	*
02:00	332	113	349	118	341	172	*	*	*	*	341	134	*	*	*	*
03:00	409	**161**	408	141	443	177	*	*	*	*	420	160	*	*	*	*
04:00	466	143	**558**	**161**	**515**	**185**	*	*	*	*	**513**	**163**	*	*	*	*
05:00	**486**	109	508	121	504	139	*	*	*	*	499	123	*	*	*	*
06:00	327	77	285	62	310	62	*	*	*	*	307	67	*	*	*	*
07:00	204	31	199	43	232	34	*	*	*	*	212	36	*	*	*	*
08:00	151	34	151	19	181	26	*	*	*	*	161	26	*	*	*	*
09:00	106	24	129	27	123	32	*	*	*	*	119	28	*	*	*	*
10:00	69	7	78	10	92	9	*	*	*	*	80	9	*	*	*	*
11:00	48	9	61	10	60	14	*	*	*	*	56	11	*	*	*	*
Total	4743	1783	4792	1731	5030	1879	41	12	0	0	4855	1798	0	0	0	0
Day	6526		6523		6909		53		0		6653		0		0	
AM Peak	09:00	07:00	09:00	07:00	09:00	07:00	00:00	00:00	-	-	09:00	07:00	-	-	-	-
Vol.	297	147	274	162	327	157	30	10	-	-	299	155	-	-	-	-
PM Peak	17:00	15:00	16:00	16:00	16:00	16:00	-	-	-	-	16:00	16:00	-	-	-	-
Vol.	486	161	558	161	515	185	-	-	-	-	513	163	-	-	-	-

Comb. Total	6526		6523		13114		6627		7577		13460		6925	7041

ADT ADT 6,790 AADT 6,790

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/04/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	2	7	1	0	2	0	0	0	**3**	**1**	0	0	0	16
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	1	7	5	0	2	2	0	0	0	0	0	0	0	17
04:00	0	12	8	1	1	0	0	0	0	0	0	0	0	22
05:00	0	46	29	1	8	**6**	0	0	1	0	0	0	0	91
06:00	0	113	44	5	13	2	0	0	1	0	0	0	0	178
07:00	1	**185**	62	6	16	2	0	0	1	0	0	0	0	**273**
08:00	1	154	**67**	5	**19**	2	0	0	0	0	0	0	0	248
09:00	**3**	136	56	**7**	12	2	0	0	0	0	0	0	**1**	217
10:00	3	144	65	3	11	3	**1**	0	1	0	0	0	0	231
11:00	1	125	49	7	14	3	0	0	2	0	0	0	0	201
12 PM	0	178	**66**	5	12	2	0	0	**1**	0	0	0	0	**264**
13:00	1	146	48	**6**	11	2	0	0	0	0	0	0	0	214
14:00	2	159	62	4	20	4	0	0	0	0	0	0	0	251
15:00	**4**	154	63	1	12	**5**	0	**1**	1	**1**	0	0	0	242
16:00	0	**182**	53	1	**21**	1	0	0	0	0	0	0	0	258
17:00	0	144	40	2	13	0	0	0	0	0	0	0	0	199
18:00	0	116	29	1	5	0	0	0	0	0	0	0	0	151
19:00	0	58	18	0	2	0	0	0	1	0	0	0	0	79
20:00	0	37	17	0	1	0	0	0	0	0	0	0	0	55
21:00	0	42	8	0	0	0	0	0	0	0	0	0	0	50
22:00	0	29	6	1	2	0	0	0	0	0	0	0	0	38
23:00	0	11	5	0	2	0	0	0	0	0	0	0	0	18
Total	19	2187	802	56	199	36	1	1	12	2	0	0	1	3316
Percent	0.6%	66.0%	24.2%	1.7%	6.0%	1.1%	0.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	08:00	09:00	08:00	05:00	10:00		01:00	01:00			09:00	07:00
Vol.	3	185	67	7	19	6	1		3	1			1	273
PM Peak	15:00	16:00	12:00	13:00	16:00	15:00		15:00	12:00	15:00				12:00
Vol.	4	182	66	6	21	5		1	1	1				264

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/05/23	0	8	4	0	1	0	0	0	2	**1**	0	0	0	16
01:00	0	3	0	0	0	0	0	0	2	0	0	0	0	5
02:00	1	3	0	0	0	1	0	0	2	0	0	0	0	7
03:00	0	10	4	0	1	2	0	0	2	0	0	0	0	19
04:00	0	15	13	1	1	3	0	0	1	0	0	0	0	34
05:00	**2**	46	32	2	8	2	0	0	0	0	0	0	0	92
06:00	2	114	44	7	13	4	0	0	0	0	0	0	0	184
07:00	0	169	71	4	10	1	0	0	0	0	0	0	0	255
08:00	0	**182**	**75**	4	**24**	0	0	0	1	0	0	0	0	**286**
09:00	0	137	56	5	10	**5**	0	0	0	0	0	0	0	213
10:00	0	132	53	**9**	18	3	0	0	**3**	0	0	0	0	218
11:00	1	133	38	8	6	2	0	**1**	0	0	0	0	0	189
12 PM	1	162	65	**5**	15	**3**	0	0	1	0	0	0	0	**252**
13:00	1	138	51	3	**19**	3	0	0	**2**	0	0	0	0	217
14:00	**2**	151	**75**	4	7	1	0	0	1	**1**	0	0	0	242
15:00	2	158	66	2	15	1	0	0	0	0	0	0	0	244
16:00	1	**176**	56	1	11	1	**1**	0	1	0	0	0	0	248
17:00	0	159	45	4	15	1	0	0	0	0	0	0	0	224
18:00	1	104	30	2	5	0	1	0	0	0	0	0	0	143
19:00	0	93	25	1	4	0	0	0	0	0	0	0	0	123
20:00	0	53	16	0	0	0	0	0	0	0	0	0	0	69
21:00	0	48	9	0	0	0	0	0	0	0	0	0	0	57
22:00	1	25	6	0	0	1	0	0	0	0	0	0	0	33
23:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
Total	15	2237	836	62	184	34	2	1	18	2	0	0	0	3391
Percent	0.4%	66.0%	24.7%	1.8%	5.4%	1.0%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	08:00	10:00	08:00	09:00		11:00	10:00	00:00				08:00
Vol.	2	182	75	9	24	5		1	3	1				286
PM Peak	14:00	16:00	14:00	12:00	13:00	12:00	16:00		13:00	14:00				12:00
Vol.	2	176	75	5	19	3	1		2	1				252

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/06/23	1	9	7	0	0	1	0	0	**1**	0	0	0	0	19
01:00	0	1	2	0	0	0	0	0	1	0	0	0	0	4
02:00	1	3	1	0	0	3	0	0	0	0	0	0	0	8
03:00	1	5	2	0	1	2	0	0	0	**1**	0	0	0	12
04:00	0	10	9	1	2	2	0	0	1	0	0	0	0	25
05:00	0	47	27	3	8	**5**	0	0	1	0	0	0	0	91
06:00	0	94	33	**7**	11	2	0	0	0	0	0	0	0	147
07:00	1	169	59	4	16	1	0	0	1	0	0	0	0	251
08:00	**6**	**193**	**76**	5	**33**	3	0	0	1	0	0	0	0	**317**
09:00	1	151	58	6	15	4	0	**1**	1	0	0	0	0	237
10:00	0	141	52	4	14	1	**1**	0	0	1	0	0	0	214
11:00	0	123	46	3	11	1	0	0	1	0	0	0	0	185
12 PM	1	146	**71**	2	10	2	0	0	1	0	0	0	0	233
13:00	1	150	64	**7**	**19**	**7**	0	0	1	0	0	0	0	249
14:00	1	161	58	4	13	4	0	**1**	**2**	0	0	0	0	244
15:00	**2**	168	61	2	14	0	0	0	0	0	0	0	0	247
16:00	0	**184**	64	4	8	0	0	0	0	0	0	0	0	**260**
17:00	0	162	47	1	16	1	0	0	0	0	0	0	0	227
18:00	0	132	39	2	10	0	0	0	0	0	0	0	0	183
19:00	0	97	30	0	2	0	0	0	0	0	0	0	0	129
20:00	0	66	17	0	3	1	0	0	0	0	0	0	0	87
21:00	0	51	14	0	2	0	0	0	0	0	0	0	0	67
22:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
23:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
Total	16	2312	846	55	208	40	1	2	12	2	0	0	0	3494
Percent	0.5%	66.2%	24.2%	1.6%	6.0%	1.1%	0.0%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	06:00	08:00	05:00	10:00	09:00	00:00	03:00				08:00
Vol.	6	193	76	7	33	5	1	1	1	1				317
PM Peak	15:00	16:00	12:00	13:00	13:00	13:00		14:00	14:00					16:00
Vol.	2	184	71	7	19	7		1	2					260

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/07/23	0	12	4	0	1	0	0	0	0	0	0	0	0	17
01:00	0	12	1	0	2	0	0	0	**1**	0	0	0	0	16
02:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
03:00	0	10	2	1	0	0	0	0	0	0	0	0	0	13
04:00	0	11	2	0	0	0	0	**1**	0	0	0	0	0	14
05:00	0	16	10	0	3	**2**	0	0	0	0	0	0	0	31
06:00	0	49	11	1	2	2	0	0	0	0	0	0	0	65
07:00	0	64	24	1	5	1	0	0	0	0	0	0	0	95
08:00	**1**	98	34	**2**	**13**	0	0	0	1	0	0	0	0	149
09:00	1	149	51	2	9	0	0	0	0	0	0	0	0	212
10:00	0	168	**60**	1	10	2	0	0	0	0	0	0	0	241
11:00	0	**199**	55	1	12	0	0	0	0	0	0	0	0	**267**
12 PM	**1**	206	**62**	1	7	**1**	0	0	**1**	0	0	0	0	279
13:00	0	**215**	53	1	**13**	0	0	0	0	0	0	0	0	**282**
14:00	0	161	61	0	10	0	0	0	1	0	0	0	0	233
15:00	0	176	60	1	12	1	0	0	0	0	0	0	0	250
16:00	1	170	54	2	8	0	0	0	0	0	0	0	0	235
17:00	0	183	46	**3**	8	0	0	0	0	0	0	0	0	240
18:00	0	131	32	0	6	0	0	0	0	0	0	0	0	169
19:00	0	111	22	0	2	0	0	0	0	0	0	0	0	135
20:00	0	70	16	1	2	0	0	0	0	0	0	0	0	89
21:00	0	53	17	0	0	0	0	0	0	0	0	0	0	70
22:00	0	28	7	1	2	0	0	0	0	0	0	0	0	38
23:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
Total	4	2328	687	19	127	9	0	1	5	0	0	0	0	3180
Percent	0.1%	73.2%	21.6%	0.6%	4.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	08:00	08:00	05:00		04:00	01:00					11:00
Vol.	1	199	60	2	13	2		1	1					267
PM Peak	12:00	13:00	12:00	17:00	13:00	12:00			12:00					13:00
Vol.	1	215	62	3	13	1			1					282

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/08/23	0	15	5	0	0	0	0	0	0	0	0	0	0	20
01:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15
05:00	**1**	15	6	0	1	**1**	0	0	0	0	0	0	0	24
06:00	0	28	8	0	3	0	0	0	0	0	0	0	0	39
07:00	0	48	9	0	5	0	0	0	0	0	0	0	0	62
08:00	0	73	38	0	2	0	0	0	0	0	0	0	0	113
09:00	0	138	50	**1**	9	0	0	0	0	0	0	0	0	198
10:00	0	179	45	1	**12**	0	0	0	**1**	0	0	0	0	238
11:00	0	**184**	**64**	0	7	0	0	0	0	0	0	0	0	**255**
12 PM	0	196	**61**	0	5	0	0	0	0	0	0	0	0	262
13:00	0	**207**	53	0	7	0	0	0	0	0	0	0	0	**267**
14:00	0	181	50	0	7	0	0	0	0	0	0	0	0	238
15:00	**3**	182	46	1	**13**	**1**	0	0	0	0	0	0	0	246
16:00	1	204	48	**2**	11	0	0	0	0	0	0	0	0	266
17:00	0	152	40	1	5	0	0	0	0	0	0	0	0	198
18:00	0	133	29	0	2	0	0	0	0	0	0	0	0	164
19:00	0	80	19	1	2	0	0	0	0	0	0	0	0	102
20:00	0	46	12	0	1	0	0	0	0	0	0	0	0	59
21:00	0	41	4	0	0	0	0	0	0	0	0	0	0	45
22:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Total	5	2161	611	7	93	2	0	0	1	0	0	0	0	2880
Percent	0.2%	75.0%	21.2%	0.2%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	11:00	09:00	10:00	05:00			10:00					11:00
Vol.	1	184	64	1	12	1			1					255
PM Peak	15:00	13:00	12:00	16:00	15:00	15:00								13:00
Vol.	3	207	61	2	13	1								267

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/09/23	0	9	6	0	1	0	0	0	0	**1**	0	0	0	17
01:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
02:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
03:00	**1**	9	3	0	2	2	0	0	1	0	0	0	0	18
04:00	0	16	6	0	2	0	0	0	1	0	0	0	0	25
05:00	0	45	25	1	10	**6**	0	0	0	0	0	0	0	87
06:00	0	104	39	**8**	7	2	0	0	1	1	0	0	0	162
07:00	1	182	62	4	18	2	0	0	1	0	0	0	0	270
08:00	1	**195**	**71**	5	**27**	4	0	0	0	0	0	0	0	**303**
09:00	1	117	54	1	11	2	0	0	0	0	0	0	0	186
10:00	0	152	45	8	17	2	0	0	**2**	0	0	0	0	226
11:00	0	114	61	2	18	4	0	0	1	0	0	0	0	200
12 PM	1	150	54	5	12	2	0	0	0	0	0	0	**1**	225
13:00	**3**	151	42	3	14	1	0	0	0	**1**	0	0	0	215
14:00	1	148	56	**6**	**17**	1	0	0	**2**	1	0	0	0	232
15:00	2	181	**68**	3	15	**4**	0	0	0	0	0	0	0	273
16:00	1	**196**	64	5	17	1	0	0	0	0	0	0	0	**284**
17:00	1	151	51	2	12	2	0	0	0	0	**1**	0	0	220
18:00	0	102	43	2	10	1	0	0	0	0	0	0	0	158
19:00	0	64	16	0	1	0	0	0	0	0	0	0	0	81
20:00	0	37	13	0	0	0	0	0	1	0	0	0	0	51
21:00	0	47	9	0	1	0	0	0	0	0	0	0	0	57
22:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26
23:00	2	13	4	1	2	0	0	0	0	0	0	0	0	22
Total	15	2213	798	56	215	37	0	0	11	4	1	0	1	3351
Percent	0.4%	66.0%	23.8%	1.7%	6.4%	1.1%	0.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	03:00	08:00	08:00	06:00	08:00	05:00			10:00	00:00				08:00
Vol.	1	195	71	8	27	6			2	1				303
PM Peak	13:00	16:00	15:00	14:00	14:00	15:00			14:00	13:00	17:00		12:00	16:00
Vol.	3	196	68	6	17	4			2	1	1		1	284

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/10/23	1	5	5	0	0	1	0	0	0	0	0	0	0	12
01:00	0	1	2	0	0	0	0	0	**4**	**2**	0	0	0	9
02:00	0	3	6	0	0	2	0	0	0	0	0	0	0	11
03:00	1	10	5	0	1	**3**	0	0	3	0	0	0	0	23
04:00	0	7	7	0	1	0	0	0	0	0	0	0	0	15
05:00	0	57	27	3	11	3	0	**1**	0	0	0	0	0	102
06:00	0	108	47	**7**	11	1	0	0	1	1	0	0	0	176
07:00	0	177	**77**	4	12	2	0	1	0	0	0	0	0	273
08:00	1	**190**	66	5	17	2	0	0	0	0	0	0	0	**281**
09:00	2	138	58	4	**26**	3	0	0	0	0	0	0	0	231
10:00	**3**	124	71	6	16	3	0	0	0	2	0	0	0	225
11:00	2	102	39	4	17	2	0	0	0	0	0	0	0	166
12 PM	**2**	154	60	**7**	18	1	1	0	**1**	0	0	0	0	**244**
13:00	0	**168**	54	5	12	0	0	0	0	0	0	0	0	239
14:00	2	147	**66**	6	13	1	0	**1**	0	0	0	0	0	236
15:00	1	161	55	2	10	**4**	**2**	0	0	0	0	0	0	235
16:00	1	162	47	5	**19**	1	0	0	0	0	0	0	0	235
17:00	0	157	56	1	9	0	1	0	0	**1**	0	0	0	225
18:00	2	110	33	2	12	1	0	0	0	0	0	0	0	160
19:00	0	65	23	0	2	0	0	0	0	0	0	0	0	90
20:00	0	40	11	0	3	0	0	0	0	1	0	0	0	55
21:00	0	34	9	0	1	0	0	0	0	0	0	0	0	44
22:00	0	20	3	1	1	0	0	0	0	0	0	0	0	25
23:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
Total	18	2151	831	62	213	30	4	3	9	7	0	0	0	3328
Percent	0.5%	64.6%	25.0%	1.9%	6.4%	0.9%	0.1%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	06:00	09:00	03:00		05:00	01:00	01:00				08:00
Vol.	3	190	77	7	26	3		1	4	2				281
PM Peak	12:00	13:00	14:00	12:00	16:00	15:00	15:00	14:00	12:00	17:00				12:00
Vol.	2	168	66	7	19	4	2	1	1	1				244

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/11/23	**1**	5	5	1	1	0	0	0	**2**	0	0	0	0	15
01:00	0	8	1	0	1	0	0	0	0	**1**	0	0	0	11
02:00	0	4	2	0	0	1	0	0	1	0	0	0	0	8
03:00	0	11	5	0	2	2	0	0	0	1	0	0	0	21
04:00	0	13	9	0	3	2	0	**1**	0	0	0	0	0	28
05:00	1	38	30	3	9	**6**	0	0	2	0	0	0	0	89
06:00	0	115	39	6	11	1	0	0	1	0	0	0	0	173
07:00	1	**197**	**68**	4	**18**	3	0	0	2	1	0	0	0	**294**
08:00	0	187	64	3	11	5	**1**	0	0	0	0	0	0	271
09:00	0	139	63	4	10	2	0	0	2	0	0	0	0	220
10:00	1	137	41	**7**	18	3	0	0	0	0	0	0	0	207
11:00	0	132	51	5	10	3	0	0	1	0	0	0	0	202
12 PM	1	139	61	**5**	10	3	0	0	0	0	0	0	0	219
13:00	2	141	53	3	16	4	**2**	0	0	0	0	0	0	221
14:00	2	166	59	4	**17**	3	0	0	**2**	0	0	0	0	253
15:00	**3**	186	60	0	15	**5**	1	0	1	0	0	0	0	271
16:00	2	**202**	**64**	1	15	1	1	0	1	0	0	0	0	**287**
17:00	1	170	53	3	10	1	0	0	1	0	0	0	0	239
18:00	0	94	36	0	6	0	0	0	0	0	0	0	0	136
19:00	0	72	21	1	3	0	0	0	0	0	0	0	0	97
20:00	0	51	19	1	3	0	0	0	0	0	0	0	0	74
21:00	1	27	3	0	1	1	0	0	0	0	0	0	0	33
22:00	0	22	9	0	1	0	0	0	0	0	0	0	0	32
23:00	1	16	6	0	2	0	0	0	0	0	0	0	0	25
Total	17	2272	822	51	193	46	5	1	16	3	0	0	0	3426
Percent	0.5%	66.3%	24.0%	1.5%	5.6%	1.3%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	00:00	07:00	07:00	10:00	07:00	05:00	08:00	04:00	00:00	01:00				07:00
Vol.	1	197	68	7	18	6	1	1	2	1				294
PM Peak	15:00	16:00	16:00	12:00	14:00	15:00	13:00		14:00					16:00
Vol.	3	202	64	5	17	5	2		2					287

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties NY
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/12/23	**2**	**6**	**4**	0	**1**	**1**	0	0	**3**	**1**	0	0	0	**18**
01:00	0	6	3	**1**	0	0	0	0	1	0	0	0	0	11
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	12	7	1	1	1	0	0	4	1	0	0	0	29
Percent	6.9%	41.4%	24.1%	3.4%	3.4%	3.4%	0.0%	0.0%	13.8%	3.4%	0.0%	0.0%	0.0%	
AM Peak	00:00	00:00	00:00	01:00	00:00	00:00			00:00	00:00				00:00
Vol.	2	6	4	1	1	1			3	1				18
PM Peak														
Vol.														
Grand Total	111	17873	6240	369	1433	235	13	9	88	21	1	0	2	26395
Percent	0.4%	67.7%	23.6%	1.4%	5.4%	0.9%	0.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/04/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
04:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
05:00	0	38	10	1	1	1	0	0	0	**2**	0	0	0	53
06:00	0	79	26	1	9	2	0	0	0	0	0	0	0	117
07:00	0	115	45	6	14	2	**1**	0	0	0	0	0	0	183
08:00	**1**	118	64	5	**16**	**4**	0	0	2	0	0	0	0	210
09:00	0	**171**	53	4	8	3	1	0	0	0	0	0	0	240
10:00	1	153	62	**8**	11	4	0	0	2	1	0	0	0	242
11:00	0	166	**78**	6	10	2	1	0	**3**	2	0	0	0	**268**
12 PM	0	206	61	6	16	1	**1**	0	**4**	**2**	0	0	0	297
13:00	1	181	51	5	10	**5**	0	0	4	1	0	0	0	258
14:00	**2**	258	89	4	20	4	1	0	4	2	0	0	**1**	385
15:00	1	319	79	4	**23**	3	1	0	0	1	0	0	0	431
16:00	0	385	86	**9**	17	1	0	0	2	0	0	0	0	500
17:00	1	**388**	**92**	3	20	1	0	0	1	0	0	0	0	**506**
18:00	0	235	48	1	16	0	0	0	0	0	0	0	0	300
19:00	0	150	36	2	4	0	0	0	3	0	0	0	0	195
20:00	0	129	35	0	0	0	0	0	0	0	0	0	0	164
21:00	0	86	15	0	3	0	0	0	1	0	0	0	0	105
22:00	0	69	11	1	3	0	0	0	0	0	0	0	0	84
23:00	0	25	7	0	0	0	0	0	2	0	0	0	0	34
Total	7	3295	957	66	201	33	6	0	28	11	0	0	1	4605
Percent	0.2%	71.6%	20.8%	1.4%	4.4%	0.7%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	11:00	10:00	08:00	08:00	07:00		11:00	05:00				11:00
Vol.	1	171	78	8	16	4	1		3	2				268
PM Peak	14:00	17:00	17:00	16:00	15:00	13:00	12:00		12:00	12:00			14:00	17:00
Vol.	2	388	92	9	23	5	1		4	2			1	506

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/05/23	1	20	5	1	0	1	0	0	0	0	0	0	0	28
01:00	1	9	2	1	0	1	0	0	0	0	0	0	0	14
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:00	0	16	3	0	0	2	0	0	0	0	0	0	0	21
05:00	0	33	12	1	2	1	0	0	0	0	0	0	0	49
06:00	0	71	31	1	7	2	0	0	1	0	0	0	0	113
07:00	0	115	44	**9**	12	3	0	0	5	0	0	0	0	188
08:00	2	138	62	6	**21**	**4**	0	0	0	1	0	0	0	234
09:00	0	162	62	8	15	2	0	0	3	0	0	0	0	252
10:00	**3**	162	66	8	13	2	**2**	0	3	**2**	0	0	**2**	**263**
11:00	0	**170**	**69**	4	6	2	2	0	**7**	2	0	0	0	262
12 PM	**2**	206	80	**7**	13	**5**	**1**	0	2	0	0	0	0	316
13:00	2	211	52	4	14	4	0	0	1	**2**	0	0	0	290
14:00	1	235	66	3	15	3	0	0	3	1	0	0	0	327
15:00	1	341	**98**	2	14	4	0	0	4	0	0	0	0	464
16:00	0	381	78	7	**22**	0	0	0	1	1	0	0	**1**	491
17:00	0	**388**	94	2	17	1	0	0	3	0	0	0	0	**505**
18:00	0	255	53	4	13	0	1	0	1	0	0	0	0	327
19:00	0	177	52	0	1	0	0	0	0	0	0	0	0	230
20:00	0	165	28	0	3	1	0	0	0	0	0	0	0	197
21:00	0	116	23	1	3	0	0	0	0	0	0	0	0	143
22:00	0	71	14	0	1	0	0	0	0	0	0	0	0	86
23:00	2	47	2	0	0	2	0	0	**5**	0	0	0	0	58
Total	15	3503	999	69	192	40	6	0	39	9	0	0	3	4875
Percent	0.3%	71.9%	20.5%	1.4%	3.9%	0.8%	0.1%	0.0%	0.8%	0.2%	0.0%	0.0%	0.1%	
AM Peak	10:00	11:00	11:00	07:00	08:00	08:00	10:00		11:00	10:00			10:00	10:00
Vol.	3	170	69	9	21	4	2		7	2			2	263
PM Peak	12:00	17:00	15:00	12:00	16:00	12:00	12:00		23:00	13:00			16:00	17:00
Vol.	2	388	98	7	22	5	1		5	2			1	505

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/06/23	0	34	5	1	0	0	0	0	0	0	0	0	0	40
01:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
02:00	0	5	4	1	0	0	0	0	0	0	0	0	0	10
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
04:00	0	11	5	0	0	1	0	0	0	0	0	0	0	17
05:00	0	27	8	1	1	1	0	0	0	0	0	0	0	38
06:00	0	65	25	1	7	0	0	0	2	**1**	0	0	0	101
07:00	0	122	45	6	13	2	0	0	1	0	0	0	0	189
08:00	**1**	175	**64**	**7**	18	**3**	0	0	**5**	0	0	0	0	273
09:00	0	156	50	5	16	3	0	0	2	1	0	0	0	233
10:00	1	182	64	7	**20**	2	0	0	3	1	0	0	0	**280**
11:00	0	**186**	61	3	9	3	0	0	4	1	0	0	0	267
12 PM	**1**	206	68	**8**	15	**5**	**1**	0	2	**1**	0	0	0	307
13:00	0	264	77	2	13	1	1	0	**4**	1	0	0	0	363
14:00	1	271	82	6	**21**	4	1	0	3	0	0	0	0	389
15:00	0	360	96	2	21	1	0	0	3	0	0	0	0	483
16:00	0	454	113	4	21	1	0	0	1	0	0	0	0	594
17:00	0	**465**	**115**	3	21	1	0	0	0	0	0	0	0	**605**
18:00	0	383	63	1	8	0	0	0	2	0	0	0	0	457
19:00	0	326	61	0	10	0	0	0	1	0	0	0	0	398
20:00	0	254	45	1	4	0	0	0	1	0	0	0	0	305
21:00	0	252	39	0	6	0	0	0	0	0	0	0	0	297
22:00	0	148	13	0	3	0	0	0	0	0	0	0	0	164
23:00	0	83	7	0	1	0	0	0	3	0	0	0	0	94
Total	4	4449	1117	59	229	28	3	0	37	6	0	0	0	5932
Percent	0.1%	75.0%	18.8%	1.0%	3.9%	0.5%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	08:00	08:00	10:00	08:00			08:00	06:00				10:00
Vol.	1	186	64	7	20	3			5	1				280
PM Peak	12:00	17:00	17:00	12:00	14:00	12:00	12:00		13:00	12:00				17:00
Vol.	1	465	115	8	21	5	1		4	1				605

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/07/23	0	35	9	0	2	0	0	0	0	0	0	0	0	46
01:00	0	23	2	1	0	0	0	0	0	0	0	0	0	26
02:00	0	9	3	1	0	0	0	0	1	0	0	0	0	14
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
05:00	0	16	4	0	1	0	0	0	0	0	0	0	0	21
06:00	0	51	16	2	1	0	0	0	**2**	0	0	0	0	72
07:00	0	151	44	3	4	0	0	0	1	0	0	0	0	203
08:00	0	296	**73**	**6**	7	**2**	0	0	0	0	0	0	0	384
09:00	0	262	54	0	**11**	1	0	**1**	0	0	0	0	0	329
10:00	0	**305**	64	4	10	1	0	0	0	0	0	0	**1**	385
11:00	0	305	73	2	9	0	0	0	0	0	0	0	0	**389**
12 PM	0	310	63	0	11	**3**	0	0	1	0	0	0	0	**388**
13:00	0	282	64	1	7	1	0	0	1	0	0	0	0	356
14:00	0	300	**70**	1	**12**	0	0	0	0	0	0	0	0	383
15:00	0	**325**	54	0	6	0	0	0	1	0	0	0	0	386
16:00	**1**	280	65	**2**	8	0	0	0	0	0	0	0	0	356
17:00	0	238	36	0	7	1	0	0	0	0	0	0	0	282
18:00	0	229	41	0	5	0	0	0	0	0	0	0	0	275
19:00	0	174	37	1	6	0	0	0	0	0	0	0	0	218
20:00	0	143	30	0	10	0	0	0	0	0	0	0	0	183
21:00	0	137	28	0	3	0	0	0	**2**	0	0	0	0	170
22:00	0	72	14	0	1	0	0	0	0	0	0	0	0	87
23:00	0	58	11	0	2	0	0	0	0	0	0	0	0	71
Total	1	4017	858	24	124	9	0	1	9	0	0	0	1	5044
Percent	0.0%	79.6%	17.0%	0.5%	2.5%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00	08:00	09:00	08:00		09:00	06:00				10:00	11:00
Vol.		305	73	6	11	2		1	2				1	389
PM Peak	16:00	15:00	14:00	16:00	14:00	12:00			21:00					12:00
Vol.	1	325	70	2	12	3			2					388

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/08/23	0	32	5	0	0	0	0	0	0	0	0	0	0	37
01:00	0	11	1	0	2	0	0	0	0	0	0	0	0	14
02:00	0	14	1	0	0	0	0	0	1	0	0	0	0	16
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
05:00	0	12	6	0	0	0	0	0	**2**	0	0	0	0	20
06:00	0	40	16	0	1	0	0	0	0	0	0	0	0	57
07:00	0	128	31	0	3	0	0	0	0	0	0	0	0	162
08:00	0	214	44	**2**	5	**1**	0	0	0	0	0	0	0	266
09:00	0	**265**	43	0	3	0	0	**1**	0	0	0	0	0	**312**
10:00	0	205	**49**	1	**8**	0	0	0	0	0	0	0	0	263
11:00	0	225	41	2	5	0	0	0	1	0	0	0	0	274
12 PM	**1**	240	**52**	1	9	0	0	0	0	0	0	0	0	303
13:00	0	252	52	1	5	**1**	0	0	**1**	0	0	0	0	312
14:00	1	**280**	50	**2**	**10**	1	0	0	0	0	0	0	0	**344**
15:00	0	248	41	1	6	0	0	0	0	0	0	0	0	296
16:00	0	260	46	2	6	0	0	0	0	0	0	0	0	314
17:00	0	191	28	0	5	1	0	0	1	0	0	0	0	226
18:00	0	182	36	1	4	0	0	0	0	0	0	0	0	223
19:00	0	141	28	1	2	0	0	0	0	0	0	0	0	172
20:00	0	107	14	0	2	0	0	0	0	0	0	0	0	123
21:00	0	81	14	0	0	0	0	0	0	0	0	0	0	95
22:00	0	40	5	0	0	0	0	0	0	0	0	0	0	45
23:00	0	35	5	0	2	0	0	0	0	0	0	0	0	42
Total	2	3215	612	14	78	4	0	1	6	0	0	0	0	3932
Percent	0.1%	81.8%	15.6%	0.4%	2.0%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00	08:00	10:00	08:00		09:00	05:00					09:00
Vol.		265	49	2	8	1		1	2					312
PM Peak	12:00	14:00	12:00	14:00	14:00	13:00			13:00					14:00
Vol.	1	280	52	2	10	1			1					344

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184 Baker Rd
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Location: Saugherties NY
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Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/09/23	0	16	8	0	0	0	0	0	0	0	0	0	0	24
01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
05:00	0	34	10	0	2	0	0	0	0	0	0	0	0	46
06:00	0	75	22	4	9	1	**1**	0	3	0	0	0	0	115
07:00	0	146	55	**6**	9	2	0	0	3	0	0	0	0	221
08:00	0	180	64	5	12	**4**	0	0	1	1	0	0	0	267
09:00	0	**195**	**74**	5	**15**	3	0	0	3	**2**	0	0	0	**297**
10:00	0	175	59	5	13	2	0	0	**6**	1	0	0	0	261
11:00	0	179	58	3	11	2	0	0	1	0	0	0	0	254
12 PM	0	203	77	2	13	1	0	0	2	1	0	0	0	299
13:00	**3**	227	58	**10**	12	2	0	0	**6**	**2**	0	0	0	320
14:00	1	236	69	3	16	2	**1**	0	4	0	0	0	0	332
15:00	0	294	81	6	19	**3**	0	0	4	2	0	0	0	409
16:00	0	344	**96**	6	15	0	0	**1**	2	2	0	0	0	466
17:00	0	**373**	83	3	**23**	2	0	0	1	0	0	0	**1**	**486**
18:00	0	241	65	2	18	1	0	0	0	0	0	0	0	327
19:00	0	162	38	0	2	1	0	0	1	0	0	0	0	204
20:00	0	113	31	0	7	0	0	0	0	0	0	0	0	151
21:00	0	75	23	1	4	1	0	0	2	0	0	0	0	106
22:00	0	48	20	0	1	0	0	0	0	0	0	0	0	69
23:00	1	37	6	1	0	1	0	0	2	0	0	0	0	48
Total	5	3383	1006	62	203	28	2	1	41	11	0	0	1	4743
Percent	0.1%	71.3%	21.2%	1.3%	4.3%	0.6%	0.0%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	
AM Peak		09:00	09:00	07:00	09:00	08:00	06:00		10:00	09:00				09:00
Vol.		195	74	6	15	4	1		6	2				297
PM Peak	13:00	17:00	16:00	13:00	17:00	15:00	14:00	16:00	13:00	13:00			17:00	17:00
Vol.	3	373	96	10	23	3	1	1	6	2			1	486

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Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/10/23	0	24	4	1	0	0	0	0	0	0	0	0	0	29
01:00	0	6	2	0	1	0	0	0	1	0	0	0	0	10
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
05:00	0	37	10	0	1	1	0	0	1	0	0	0	0	50
06:00	0	65	19	3	3	1	**1**	0	2	0	0	0	0	94
07:00	**1**	141	66	**9**	15	3	1	0	0	0	0	0	0	236
08:00	0	**177**	62	6	20	3	1	0	2	0	0	0	0	271
09:00	0	173	**68**	3	**22**	3	1	0	2	2	0	0	0	**274**
10:00	1	163	58	3	15	**4**	0	0	2	**4**	0	0	0	250
11:00	0	169	58	6	14	3	0	0	**7**	0	0	0	0	257
12 PM	0	200	64	**7**	14	0	0	0	1	0	0	0	0	286
13:00	0	170	74	7	17	3	**1**	0	2	**1**	0	0	0	275
14:00	**2**	235	83	7	16	**4**	0	0	2	0	0	0	0	349
15:00	0	281	95	4	**24**	0	0	0	**4**	0	0	0	0	408
16:00	0	**422**	**101**	6	24	2	0	0	2	1	0	0	0	**558**
17:00	0	390	94	1	20	1	0	0	2	0	0	0	0	508
18:00	0	234	39	2	9	1	0	0	0	0	0	0	0	285
19:00	0	156	37	1	3	0	0	0	2	0	0	0	0	199
20:00	0	112	27	0	8	2	0	0	1	1	0	0	0	151
21:00	0	96	28	0	3	1	0	0	1	0	0	0	0	129
22:00	0	61	16	0	1	0	0	0	0	0	0	0	0	78
23:00	1	47	8	0	2	1	0	0	2	0	0	0	0	61
Total	5	3383	1023	66	232	33	5	0	36	9	0	0	0	4792
Percent	0.1%	70.6%	21.3%	1.4%	4.8%	0.7%	0.1%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	09:00	07:00	09:00	10:00	06:00		11:00	10:00				09:00
Vol.	1	177	68	9	22	4	1		7	4				274
PM Peak	14:00	16:00	16:00	12:00	15:00	14:00	13:00		15:00	13:00				16:00
Vol.	2	422	101	7	24	4	1		4	1				558

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GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/11/23	**1**	18	7	1	1	2	0	0	0	0	0	0	0	30
01:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
04:00	0	12	3	1	0	0	0	0	0	0	0	0	0	16
05:00	0	31	6	1	2	1	0	0	0	0	0	0	0	41
06:00	0	72	26	3	6	3	0	0	2	0	0	0	0	112
07:00	0	152	64	**7**	13	2	1	0	2	0	0	0	0	241
08:00	0	226	**70**	6	15	**5**	0	0	3	0	0	0	0	325
09:00	0	**228**	66	5	**18**	4	**2**	0	2	**1**	0	0	**1**	**327**
10:00	0	194	57	6	11	3	0	0	**6**	1	0	0	0	278
11:00	1	184	64	6	11	1	0	0	3	1	0	0	0	271
12 PM	0	198	55	5	11	2	**2**	0	2	**1**	0	0	0	276
13:00	1	196	50	5	12	5	0	0	**6**	1	0	0	0	276
14:00	1	237	73	4	17	**6**	0	0	3	0	0	0	0	341
15:00	0	311	**95**	3	**26**	2	0	0	4	1	0	0	**1**	443
16:00	1	**406**	83	**7**	14	2	0	0	1	1	0	0	0	**515**
17:00	**2**	383	90	1	25	3	0	0	0	0	0	0	0	504
18:00	0	237	61	2	10	0	0	0	0	0	0	0	0	310
19:00	0	180	44	1	6	0	0	0	0	1	0	0	0	232
20:00	0	150	26	1	3	0	0	0	1	0	0	0	0	181
21:00	0	101	18	0	3	0	0	0	1	0	0	0	0	123
22:00	0	76	14	0	2	0	0	0	0	0	0	0	0	92
23:00	2	48	6	0	1	2	0	0	1	0	0	0	0	60
Total	9	3666	987	65	208	43	5	0	37	8	0	0	2	5030
Percent	0.2%	72.9%	19.6%	1.3%	4.1%	0.9%	0.1%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	
AM Peak	00:00	09:00	08:00	07:00	09:00	08:00	09:00		10:00	09:00			09:00	09:00
Vol.	1	228	70	7	18	5	2		6	1			1	327
PM Peak	17:00	16:00	15:00	16:00	15:00	14:00	12:00		13:00	12:00			15:00	16:00
Vol.	2	406	95	7	26	6	2		6	1			1	515

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/12/23	0	**18**	**9**	**2**	**1**	0	0	0	0	0	0	0	0	**30**
01:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	25	13	2	1	0	0	0	0	0	0	0	0	41
Percent	0.0%	61.0%	31.7%	4.9%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		00:00	00:00	00:00	00:00									00:00
Vol.		18	9	2	1									30
PM Peak														
Vol.														
Grand Total	48	28936	7572	427	1468	218	27	3	233	54	0	0	8	38994
Percent	0.1%	74.2%	19.4%	1.1%	3.8%	0.6%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/04/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	1	1	0	0	0	1	0	0	0	0	0	0	0	3
03:00	0	5	0	2	0	2	0	0	**1**	0	0	0	0	10
04:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:00	0	35	17	**3**	3	1	0	0	0	0	0	0	0	59
06:00	0	66	22	0	7	2	0	0	0	0	0	0	0	97
07:00	**2**	**120**	**28**	0	5	3	0	0	0	0	0	0	0	**158**
08:00	0	107	23	0	**11**	0	**1**	0	0	0	0	0	**1**	143
09:00	1	74	19	1	7	**4**	0	0	0	0	0	0	0	106
10:00	0	75	17	0	7	1	0	0	0	0	0	0	0	100
11:00	2	69	20	2	2	1	0	0	0	0	0	0	0	96
12 PM	**2**	82	24	3	5	**2**	0	0	0	0	0	0	0	118
13:00	2	79	13	**4**	3	2	**1**	0	0	0	0	0	0	104
14:00	2	73	13	2	2	1	0	0	0	0	0	0	0	93
15:00	1	76	12	2	5	1	1	0	0	0	0	0	0	98
16:00	2	**101**	**27**	1	3	1	1	0	0	0	0	0	0	**136**
17:00	0	62	19	1	**6**	1	0	0	0	0	0	0	0	89
18:00	1	46	12	0	2	1	0	0	0	0	0	0	0	62
19:00	2	27	10	0	1	2	0	0	**1**	0	0	0	0	43
20:00	0	15	1	0	0	1	0	0	0	0	0	0	0	17
21:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14
Total	18	1173	284	21	70	27	4	0	2	0	0	0	1	1600
Percent	1.1%	73.3%	17.8%	1.3%	4.4%	1.7%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	
AM Peak	07:00	07:00	07:00	05:00	08:00	09:00	08:00		03:00				08:00	07:00
Vol.	2	120	28	3	11	4	1		1				1	158
PM Peak	12:00	16:00	16:00	13:00	17:00	12:00	13:00		19:00					16:00
Vol.	2	101	27	4	6	2	1		1					136

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

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Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/05/23	1	3	0	0	1	0	0	0	1	0	0	0	0	6
01:00	0	2	1	0	0	1	0	0	1	0	0	0	0	5
02:00	1	0	1	0	0	1	0	0	**2**	0	0	0	0	5
03:00	0	7	1	2	2	2	0	0	0	0	0	0	0	14
04:00	0	8	6	2	0	1	0	0	1	**2**	0	0	0	20
05:00	4	32	12	0	6	**4**	0	**1**	0	0	0	0	0	59
06:00	2	65	**28**	**3**	**8**	0	0	0	1	0	0	0	0	107
07:00	0	**123**	28	2	6	1	0	0	0	0	0	0	0	**160**
08:00	0	108	24	0	7	1	0	0	1	0	0	0	0	141
09:00	0	73	15	3	5	0	0	0	0	0	0	0	0	96
10:00	4	81	19	2	5	3	**1**	0	0	0	0	0	0	115
11:00	**5**	84	17	2	6	3	0	0	0	1	0	0	0	118
12 PM	**1**	**109**	24	**3**	5	**3**	1	0	1	0	0	0	0	**147**
13:00	1	61	14	1	5	2	0	0	1	0	0	0	0	85
14:00	0	71	16	1	2	1	0	0	0	0	0	0	0	91
15:00	0	87	**27**	0	2	1	0	0	0	0	0	0	0	117
16:00	1	89	27	3	**6**	0	0	0	0	0	0	0	0	126
17:00	0	86	24	1	0	0	**2**	0	0	0	0	0	0	113
18:00	0	41	7	1	0	2	0	0	0	0	0	0	0	51
19:00	0	25	8	1	0	0	0	0	0	0	0	0	0	34
20:00	0	31	8	0	0	0	0	0	0	0	0	0	0	39
21:00	1	18	3	0	1	1	0	0	0	0	0	0	0	24
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	12	2	0	1	0	0	0	**2**	0	0	0	0	17
Total	21	1225	312	27	68	27	4	1	11	3	0	0	0	1699
Percent	1.2%	72.1%	18.4%	1.6%	4.0%	1.6%	0.2%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	06:00	06:00	06:00	05:00	10:00	05:00	02:00	04:00				07:00
Vol.	5	123	28	3	8	4	1	1	2	2				160
PM Peak	12:00	12:00	15:00	12:00	16:00	12:00	17:00		23:00					12:00
Vol.	1	109	27	3	6	3	2		2					147

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/06/23	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	1	0	0	**2**	0	0	0	0	6
02:00	0	0	1	0	0	0	0	0	0	**1**	0	0	0	2
03:00	**1**	7	0	2	0	**2**	0	0	0	0	0	0	0	12
04:00	0	7	4	2	0	2	0	0	0	0	0	0	0	15
05:00	0	22	18	1	4	1	0	0	1	0	0	0	0	47
06:00	1	67	19	0	3	2	0	0	0	0	0	0	0	92
07:00	0	**103**	20	0	**6**	0	**1**	0	0	1	0	0	0	**131**
08:00	1	91	**22**	2	6	1	0	0	0	0	0	0	0	123
09:00	1	77	15	0	4	2	0	0	1	0	0	0	0	100
10:00	1	72	20	3	6	2	0	0	1	0	0	0	0	105
11:00	1	78	16	**5**	4	1	0	0	1	0	0	0	0	106
12 PM	**5**	73	21	1	3	**5**	0	0	0	0	0	0	**1**	109
13:00	1	51	19	**6**	**7**	1	0	0	0	0	0	0	0	85
14:00	0	77	20	0	2	0	0	0	0	0	0	0	0	99
15:00	0	104	22	0	6	0	0	0	0	0	0	0	0	132
16:00	1	93	**29**	0	5	0	0	0	**1**	0	0	0	0	129
17:00	1	**112**	24	3	6	1	0	0	0	0	0	0	1	**148**
18:00	0	59	10	3	5	0	0	0	0	0	0	0	0	77
19:00	0	27	6	0	1	0	**1**	0	0	0	0	0	0	35
20:00	1	23	5	0	2	1	0	0	0	0	0	0	0	32
21:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
22:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Total	15	1193	304	28	70	22	2	0	7	2	0	0	2	1645
Percent	0.9%	72.5%	18.5%	1.7%	4.3%	1.3%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.1%	
AM Peak	03:00	07:00	08:00	11:00	07:00	03:00	07:00		01:00	02:00				07:00
Vol.	1	103	22	5	6	2	1		2	1				131
PM Peak	12:00	17:00	16:00	13:00	13:00	12:00	19:00		16:00				12:00	17:00
Vol.	5	112	29	6	7	5	1		1				1	148

Tri-State Traffic Data Inc.

184 Baker Rd
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Location: Saugherties NY
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Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/07/23	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	1	0	0	0	0	0	**1**	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
03:00	0	3	1	**3**	0	**1**	0	0	0	0	0	0	0	8
04:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	9	5	1	0	1	0	0	0	0	0	0	0	16
06:00	0	24	9	0	2	0	0	0	0	0	0	0	0	35
07:00	0	33	11	0	3	0	0	0	0	0	0	0	0	47
08:00	1	50	9	2	**4**	1	0	0	0	0	0	0	0	67
09:00	1	78	19	0	2	1	0	0	0	0	0	0	0	101
10:00	**2**	73	15	1	4	0	0	0	0	**1**	0	0	0	96
11:00	0	**116**	**21**	0	2	0	0	0	0	0	0	0	0	**139**
12 PM	1	108	22	0	4	1	**1**	0	**1**	0	0	0	0	138
13:00	**2**	95	20	**1**	5	0	0	0	0	0	0	0	0	123
14:00	1	128	21	1	**7**	1	0	0	0	0	0	0	0	159
15:00	0	168	33	0	6	0	1	0	0	0	0	0	0	208
16:00	0	**215**	38	1	1	**2**	1	0	0	0	0	0	0	**258**
17:00	0	172	**39**	1	2	0	1	0	0	0	0	0	0	215
18:00	1	72	8	1	2	0	0	0	0	0	0	0	0	84
19:00	0	41	9	0	2	0	0	0	0	0	0	0	0	52
20:00	0	45	7	0	0	0	0	0	0	0	0	0	0	52
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	14	2	0	2	0	0	0	0	0	0	0	0	18
23:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
Total	9	1496	300	12	48	8	4	0	3	1	0	0	0	1881
Percent	0.5%	79.5%	15.9%	0.6%	2.6%	0.4%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	03:00	08:00	03:00			01:00	10:00				11:00
Vol.	2	116	21	3	4	1			1	1				139
PM Peak	13:00	16:00	17:00	13:00	14:00	16:00	12:00		12:00					16:00
Vol.	2	215	39	1	7	2	1		1					258

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/08/23	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
02:00	1	1	0	0	0	1	0	0	0	0	0	0	0	3
03:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	1	5	1	0	0	1	0	0	0	0	0	0	0	8
06:00	0	15	7	0	1	0	0	0	0	**1**	0	0	0	24
07:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
08:00	0	54	15	0	1	1	**1**	0	0	0	0	0	0	72
09:00	**2**	93	24	**1**	**3**	1	0	0	0	0	0	0	0	124
10:00	0	177	30	0	3	0	0	0	0	0	0	0	0	210
11:00	1	**266**	**42**	0	3	**2**	0	0	0	0	0	0	0	**314**
12 PM	1	219	44	0	4	0	0	0	0	0	0	0	0	268
13:00	0	235	46	0	4	**3**	0	0	0	0	0	0	0	288
14:00	0	233	57	0	4	0	0	0	0	0	0	0	0	294
15:00	**3**	317	62	**2**	6	2	1	0	**1**	0	0	0	0	394
16:00	2	**346**	**67**	1	6	1	**2**	0	0	0	0	0	0	**425**
17:00	2	250	59	2	**7**	2	0	0	0	0	0	0	0	322
18:00	0	99	16	0	2	0	0	0	0	0	0	0	0	117
19:00	0	65	14	1	1	0	1	0	0	0	0	0	0	82
20:00	1	51	13	0	1	0	0	0	0	0	0	0	0	66
21:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:00	0	10	2	1	0	0	0	0	0	0	0	0	0	13
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	14	2509	509	8	48	14	5	0	1	1	0	0	0	3109
Percent	0.5%	80.7%	16.4%	0.3%	1.5%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	09:00	09:00	11:00	08:00			06:00				11:00
Vol.	2	266	42	1	3	2	1			1				314
PM Peak	15:00	16:00	16:00	15:00	17:00	13:00	16:00		15:00					16:00
Vol.	3	346	67	2	7	3	2		1					425

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/09/23	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
03:00	**2**	5	2	1	4	2	0	0	**1**	0	0	0	0	17
04:00	0	11	9	2	1	1	0	0	0	0	0	0	0	24
05:00	0	37	18	2	4	3	0	**1**	0	0	0	0	0	65
06:00	2	76	**31**	1	6	3	0	0	1	0	0	0	0	120
07:00	1	**115**	23	0	8	0	0	0	0	0	0	0	0	**147**
08:00	1	99	25	0	4	1	0	0	0	0	0	0	0	130
09:00	1	77	20	1	5	**4**	0	0	0	0	0	0	0	108
10:00	2	77	16	**3**	2	2	**1**	0	0	0	0	0	0	103
11:00	2	76	29	0	**9**	3	0	0	0	**1**	0	0	0	120
12 PM	**4**	86	27	0	6	3	**1**	0	0	0	0	0	**1**	128
13:00	1	66	20	**5**	**7**	2	0	0	0	0	0	0	0	101
14:00	0	94	13	3	3	0	0	0	0	0	0	0	0	113
15:00	4	**124**	24	0	4	**4**	1	0	0	0	0	0	0	**161**
16:00	0	118	21	1	2	1	0	0	0	0	0	0	0	143
17:00	0	75	**30**	0	2	1	1	0	0	0	0	0	0	109
18:00	1	57	13	0	6	0	0	0	0	0	0	0	0	77
19:00	0	24	5	0	1	1	0	0	0	0	0	0	0	31
20:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
21:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
22:00	0	5	0	1	0	0	0	0	**1**	0	0	0	0	7
23:00	1	3	3	0	1	1	0	0	0	0	0	0	0	9
Total	22	1282	340	20	75	34	4	1	3	1	0	0	1	1783
Percent	1.2%	71.9%	19.1%	1.1%	4.2%	1.9%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	
AM Peak	03:00	07:00	06:00	10:00	11:00	09:00	10:00	05:00	03:00	11:00				07:00
Vol.	2	115	31	3	9	4	1	1	1	1				147
PM Peak	12:00	15:00	17:00	13:00	13:00	15:00	12:00		22:00				12:00	15:00
Vol.	4	124	30	5	7	4	1		1				1	161

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/10/23	0	3	0	0	0	0	0	0	1	0	0	0	0	4
01:00	0	5	0	0	0	0	0	0	1	**1**	0	0	0	7
02:00	0	2	1	0	0	0	**1**	0	0	0	0	0	0	4
03:00	1	3	0	2	2	1	0	0	**2**	0	0	0	0	11
04:00	0	8	7	0	0	1	0	0	0	0	0	0	0	16
05:00	0	41	17	3	5	**5**	0	**1**	0	0	0	0	0	72
06:00	1	73	23	1	**8**	2	0	0	0	0	0	0	0	108
07:00	1	**123**	**32**	0	6	0	0	0	0	0	0	0	0	**162**
08:00	2	108	22	1	4	2	0	0	0	0	0	0	0	139
09:00	2	76	19	**5**	6	2	0	0	0	0	0	0	0	110
10:00	2	62	19	4	3	2	0	0	0	0	0	0	**1**	93
11:00	**4**	72	12	1	3	3	0	0	1	0	0	0	0	96
12 PM	0	75	20	2	6	3	0	0	**1**	0	0	0	0	107
13:00	1	64	19	1	3	2	0	0	0	0	0	0	0	90
14:00	**3**	86	16	**5**	4	**4**	0	0	0	0	0	0	0	118
15:00	1	111	15	0	**10**	4	0	0	0	0	0	0	0	141
16:00	1	**129**	**27**	0	4	0	0	0	0	0	0	0	0	**161**
17:00	0	87	25	1	6	2	0	0	0	0	0	0	0	121
18:00	2	46	9	1	3	1	0	0	0	0	0	0	0	62
19:00	0	31	10	1	0	0	0	0	0	0	0	0	**1**	43
20:00	0	15	2	0	2	0	0	0	0	0	0	0	0	19
21:00	0	19	6	1	1	0	0	0	0	0	0	0	0	27
22:00	0	7	2	0	0	1	0	0	0	0	0	0	0	10
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Total	21	1256	303	29	76	35	1	1	6	1	0	0	2	1731
Percent	1.2%	72.6%	17.5%	1.7%	4.4%	2.0%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	
AM Peak	11:00	07:00	07:00	09:00	06:00	05:00	02:00	05:00	03:00	01:00			10:00	07:00
Vol.	4	123	32	5	8	5	1	1	2	1			1	162
PM Peak	14:00	16:00	16:00	14:00	15:00	14:00			12:00				19:00	16:00
Vol.	3	129	27	5	10	4			1				1	161

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/11/23	0	5	3	1	0	0	0	0	**2**	0	0	0	0	11
01:00	0	2	1	0	1	1	0	0	0	0	0	0	0	5
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	1	5	1	2	1	1	0	0	0	0	0	0	0	11
04:00	2	8	6	1	0	2	0	**1**	0	0	0	0	0	20
05:00	0	35	16	1	3	3	0	0	1	0	0	0	0	59
06:00	2	71	**26**	2	**9**	3	0	0	1	0	0	0	0	114
07:00	0	**125**	26	0	6	0	0	0	0	0	0	0	0	**157**
08:00	**4**	113	25	1	7	2	0	0	0	0	0	0	0	152
09:00	0	73	12	1	3	0	0	0	0	0	0	0	0	89
10:00	1	57	15	**4**	2	3	0	0	0	0	0	0	**1**	83
11:00	2	73	15	3	4	**5**	0	0	1	**1**	0	0	0	104
12 PM	2	74	18	1	**5**	0	0	0	0	0	0	0	0	100
13:00	2	81	26	2	5	2	0	0	0	0	0	0	0	118
14:00	2	122	37	**4**	4	**3**	0	0	0	0	0	0	0	172
15:00	**3**	122	**42**	2	5	3	0	0	0	0	0	0	0	177
16:00	1	**148**	28	1	4	1	**2**	0	0	0	0	0	0	**185**
17:00	2	100	29	2	4	2	0	0	0	0	0	0	0	139
18:00	1	48	9	0	4	0	0	0	0	0	0	0	0	62
19:00	0	25	8	0	1	0	0	0	0	0	0	0	0	34
20:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
21:00	1	25	5	0	0	1	0	0	0	0	0	0	0	32
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
Total	26	1351	363	28	69	32	2	1	5	1	0	0	1	1879
Percent	1.4%	71.9%	19.3%	1.5%	3.7%	1.7%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	
AM Peak	08:00	07:00	06:00	10:00	06:00	11:00		04:00	00:00	11:00			10:00	07:00
Vol.	4	125	26	4	9	5		1	2	1			1	157
PM Peak	15:00	16:00	15:00	14:00	12:00	14:00	16:00							16:00
Vol.	3	148	42	4	5	3	2							185

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugherties NY
Road Name:NY32
Segment: 190' N/O AUGUSTA SAVAGE RD
Date: 1/04/23

GPS: 42.086702, -73.974708

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
01/12/23	**2**	0	**2**	0	**1**	**2**	0	0	**2**	**1**	0	0	0	**10**
01:00	0	**1**	1	0	0	0	0	0	0	0	0	0	0	2
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	1	3	0	1	2	0	0	2	1	0	0	0	12
Percent	16.7%	8.3%	25.0%	0.0%	8.3%	16.7%	0.0%	0.0%	16.7%	8.3%	0.0%	0.0%	0.0%	
AM Peak	00:00	01:00	00:00		00:00	00:00			00:00	00:00				00:00
Vol.	2	1	2		1	2			2	1				10
PM Peak														
Vol.														
Grand Total	148	11486	2718	173	525	201	26	4	40	11	0	0	7	15339
Percent	1.0%	74.9%	17.7%	1.1%	3.4%	1.3%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/04/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	1	2	1	2	3	2	3	1	2	0	0	0	0	0	17	41	46
02:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	46	48
03:00	0	0	0	1	0	0	2	3	7	4	0	0	0	0	17	50	52
04:00	0	0	0	0	0	2	2	6	6	5	1	0	0	0	22	51	53
05:00	0	0	2	5	4	9	10	24	25	9	**3**	0	0	0	91	48	53
06:00	1	1	7	17	18	16	12	**57**	31	15	2	0	0	0	177	47	51
07:00	6	21	38	**51**	**42**	**25**	23	27	29	10	0	0	0	0	**272**	43	48
08:00	**8**	**24**	**39**	42	38	18	18	25	30	5	1	0	0	0	248	43	47
09:00	0	2	7	27	40	17	23	47	41	13	0	0	0	0	217	46	49
10:00	0	3	14	19	26	22	26	47	**55**	**17**	2	0	0	0	231	47	51
11:00	1	1	8	21	24	23	**27**	54	30	9	3	0	0	0	201	45	50
12 PM	1	4	13	**36**	33	38	35	54	35	11	**4**	0	0	0	**264**	45	49
13:00	0	1	9	16	25	27	24	51	**47**	**14**	0	0	0	0	214	47	50
14:00	**2**	5	13	17	41	25	**44**	49	42	13	0	0	0	0	251	46	49
15:00	0	1	**16**	30	39	20	34	55	32	11	4	0	0	0	242	45	50
16:00	0	**7**	11	25	**48**	34	31	**58**	32	10	2	0	0	0	258	44	48
17:00	0	2	9	18	26	**40**	42	26	27	8	1	0	0	0	199	45	48
18:00	0	1	3	19	24	27	19	28	20	8	2	0	0	0	151	45	50
19:00	0	2	2	4	11	10	16	19	8	7	0	0	0	0	79	45	51
20:00	0	1	1	1	4	6	13	13	13	3	0	0	0	0	55	46	49
21:00	0	0	1	4	8	10	10	6	8	2	1	0	0	0	50	46	50
22:00	0	0	0	1	5	3	5	14	7	3	0	0	0	0	38	47	50
23:00	0	0	0	1	3	1	2	6	1	2	1	0	0	0	17	50	54
Total	20	78	194	357	462	376	422	670	529	179	27	0	0	0	3314		
Percent	0.6%	2.4%	5.9%	10.8%	13.9%	11.3%	12.7%	20.2%	16.0%	5.4%	0.8%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	07:00	11:00	06:00	10:00	10:00	05:00				07:00		
Vol.	8	24	39	51	42	25	27	57	55	17	3				272		
PM Peak	14:00	16:00	15:00	12:00	16:00	17:00	14:00	16:00	13:00	13:00	12:00				12:00		
Vol.	2	7	16	36	48	40	44	58	47	14	4				264		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/05/23	0	0	3	1	1	0	6	1	1	2	1	0	0	0	16	50	55
01:00	0	0	1	0	1	0	2	0	1	0	0	0	0	0	5	45	47
02:00	0	0	1	0	1	1	1	1	2	0	0	0	0	0	7	46	48
03:00	0	0	0	0	1	0	2	2	8	4	1	**1**	0	0	19	52	59
04:00	0	0	0	1	1	2	4	6	13	4	3	0	0	0	34	51	56
05:00	0	0	3	6	6	6	10	18	27	14	2	0	0	0	92	49	53
06:00	1	**5**	11	19	25	17	19	38	36	11	2	0	0	0	184	46	50
07:00	1	5	10	26	21	29	**38**	52	**61**	11	1	0	0	0	255	46	48
08:00	**2**	5	21	**44**	**45**	**33**	28	29	54	**22**	1	1	0	0	**285**	47	51
09:00	0	3	**23**	18	29	18	22	33	48	12	**6**	1	0	0	213	47	52
10:00	0	4	11	21	24	25	31	**54**	42	6	0	0	0	0	218	45	48
11:00	0	3	15	25	32	23	20	41	22	5	1	1	0	0	188	44	48
12 PM	1	4	10	27	35	**39**	35	**60**	34	5	1	0	0	0	**251**	44	48
13:00	0	6	11	18	33	29	20	49	35	**15**	1	0	0	0	217	46	50
14:00	0	1	11	24	33	28	**45**	48	**36**	14	2	0	0	0	242	46	50
15:00	0	1	8	34	43	38	25	50	35	9	1	0	0	0	244	45	48
16:00	**6**	**14**	**24**	**42**	43	19	37	39	23	1	0	0	0	0	248	42	46
17:00	2	7	14	33	**47**	33	29	36	20	2	1	0	0	0	224	42	46
18:00	0	1	12	23	21	21	19	17	19	6	**4**	0	0	0	143	45	51
19:00	1	2	2	11	15	18	18	19	29	6	2	0	0	0	123	47	50
20:00	0	0	1	6	8	9	14	16	10	5	0	0	0	0	69	46	50
21:00	0	0	1	0	2	4	13	18	12	5	2	0	0	0	57	48	53
22:00	0	0	1	2	2	3	7	4	6	7	1	0	0	0	33	51	53
23:00	0	0	0	0	2	3	1	3	5	5	1	**1**	0	0	21	52	58
Total	14	61	194	381	471	398	446	634	579	171	34	5	0	0	3388		
Percent	0.4%	1.8%	5.7%	11.2%	13.9%	11.7%	13.2%	18.7%	17.1%	5.0%	1.0%	0.1%	0.0%	0.0%			
AM Peak	08:00	06:00	09:00	08:00	08:00	08:00	07:00	10:00	07:00	08:00	09:00	03:00			08:00		
Vol.	2	5	23	44	45	33	38	54	61	22	6	1			285		
PM Peak	16:00	16:00	16:00	16:00	17:00	12:00	14:00	12:00	14:00	13:00	18:00	23:00			12:00		
Vol.	6	14	24	42	47	39	45	60	36	15	4	1			251		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/06/23	0	0	2	1	0	1	3	1	8	2	1	0	0	0	19	49	54
01:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	42	43
02:00	0	0	0	0	1	1	1	3	2	0	0	0	0	0	8	46	47
03:00	0	0	1	1	0	0	2	1	4	2	1	0	0	0	12	51	55
04:00	0	0	0	2	1	1	4	4	8	4	1	0	0	0	25	50	53
05:00	0	0	0	1	5	6	8	27	28	14	2	0	0	0	91	49	53
06:00	0	1	6	14	14	11	16	30	37	16	2	0	0	0	147	48	52
07:00	0	6	13	29	22	**30**	18	**56**	**57**	15	**4**	0	0	0	250	47	51
08:00	1	**15**	**18**	**51**	**58**	30	**34**	56	45	6	3	0	0	0	**317**	44	48
09:00	1	4	6	31	29	27	33	49	33	**22**	2	0	0	0	237	47	51
10:00	0	4	16	24	28	24	28	40	42	7	1	0	0	0	214	46	48
11:00	**3**	4	15	25	32	26	13	28	33	6	0	0	0	0	185	45	48
12 PM	0	2	14	34	36	26	25	47	33	13	2	0	0	0	232	46	50
13:00	0	4	7	22	41	31	**43**	51	32	**15**	**3**	0	0	0	249	45	50
14:00	0	5	12	32	29	30	32	48	**42**	10	2	**1**	0	0	243	46	49
15:00	**1**	**7**	14	25	28	34	34	54	36	13	0	1	0	0	247	45	49
16:00	1	2	13	31	**42**	37	35	**63**	26	9	0	0	0	0	**259**	43	48
17:00	1	3	**16**	**43**	36	**38**	29	33	25	3	0	0	0	0	227	43	47
18:00	0	4	11	31	32	38	31	16	12	6	1	0	**1**	0	183	41	48
19:00	0	7	8	13	13	19	13	27	17	11	0	1	0	0	129	46	51
20:00	0	0	0	11	16	10	15	22	11	2	0	0	0	0	87	43	47
21:00	0	0	2	10	11	11	10	5	14	4	0	0	0	0	67	46	49
22:00	0	0	0	1	3	3	11	6	9	1	0	1	0	0	35	47	50
23:00	0	0	1	0	2	3	5	6	6	0	0	0	0	0	23	46	48
Total	8	68	177	432	479	437	443	675	560	181	25	4	1	0	3490		
Percent	0.2%	1.9%	5.1%	12.4%	13.7%	12.5%	12.7%	19.3%	16.0%	5.2%	0.7%	0.1%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	08:00	07:00	08:00	07:00	07:00	09:00	07:00				08:00		
Vol.	3	15	18	51	58	30	34	56	57	22	4				317		
PM Peak	15:00	15:00	17:00	17:00	16:00	17:00	13:00	16:00	14:00	13:00	13:00	14:00	18:00		16:00		
Vol.	1	7	16	43	42	38	43	63	42	15	3	1	1		259		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/07/23	0	0	0	0	1	2	3	2	5	4	0	0	0	0	17	50	52
01:00	0	0	0	1	2	1	2	6	2	2	0	0	0	0	16	47	51
02:00	0	0	0	1	0	0	2	1	1	1	0	0	0	0	6	49	52
03:00	0	0	0	0	1	2	0	3	4	3	0	0	0	0	13	50	52
04:00	0	0	0	1	1	1	3	4	4	0	0	0	0	0	14	46	48
05:00	0	0	1	1	1	0	4	7	9	3	**5**	0	0	0	31	54	57
06:00	0	0	0	4	6	2	13	13	17	8	0	**1**	**1**	0	65	49	53
07:00	0	0	0	5	8	14	8	12	24	**21**	3	0	0	0	95	51	53
08:00	0	0	3	13	21	20	7	27	37	15	4	1	0	0	148	48	53
09:00	0	1	10	15	25	16	27	**48**	**49**	16	5	0	0	0	212	47	52
10:00	0	2	**17**	24	**39**	**40**	28	34	32	20	4	0	0	0	240	47	52
11:00	0	**3**	10	**34**	39	34	**44**	47	41	14	1	0	0	0	**267**	45	49
12 PM	0	2	**15**	36	51	39	29	**52**	37	17	1	0	0	0	279	45	50
13:00	0	2	11	29	**58**	35	**45**	50	**40**	9	2	0	0	0	**281**	45	48
14:00	0	1	5	25	43	**44**	30	48	25	10	2	0	0	0	233	44	49
15:00	1	1	6	33	58	39	37	44	23	7	1	0	0	0	250	43	48
16:00	0	1	8	**37**	55	44	35	33	19	3	0	0	0	0	235	41	46
17:00	**2**	**4**	10	22	48	24	41	48	22	**18**	1	0	0	0	240	45	50
18:00	0	1	5	14	28	20	30	35	24	9	2	**1**	0	0	169	46	50
19:00	0	0	1	12	13	16	23	33	27	6	3	1	0	0	135	47	51
20:00	0	0	1	5	9	16	22	16	16	4	0	0	0	0	89	46	48
21:00	0	0	2	4	6	5	15	10	16	5	**5**	1	0	0	69	49	56
22:00	0	0	1	0	3	4	13	8	6	3	0	0	0	0	38	46	50
23:00	0	0	0	0	4	3	7	7	8	4	1	0	0	0	34	48	53
Total	3	18	106	316	520	421	468	588	488	202	40	5	1	0	3176		
Percent	0.1%	0.6%	3.3%	9.9%	16.4%	13.3%	14.7%	18.5%	15.4%	6.4%	1.3%	0.2%	0.0%	0.0%			
AM Peak		11:00	10:00	11:00	10:00	10:00	11:00	09:00	09:00	07:00	05:00	06:00	06:00		11:00		
Vol.		3	17	34	39	40	44	48	49	21	5	1	1		267		
PM Peak	17:00	17:00	12:00	16:00	13:00	14:00	13:00	12:00	13:00	17:00	21:00	18:00			13:00		
Vol.	2	4	15	37	58	44	45	52	40	18	5	1			281		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/08/23	0	0	1	0	1	1	5	4	6	2	0	0	0	0	20	48	51
01:00	0	0	0	0	1	0	1	1	6	2	2	0	0	0	13	54	57
02:00	0	0	0	0	0	0	1	0	2	1	1	0	0	0	5	55	57
03:00	0	0	0	0	0	1	2	2	4	2	1	0	0	0	12	51	55
04:00	0	0	0	0	1	0	1	5	4	4	0	0	0	0	15	51	53
05:00	0	0	0	0	1	3	2	5	7	3	2	1	0	0	24	53	58
06:00	0	0	0	1	4	3	4	7	9	6	**4**	1	0	0	39	53	57
07:00	0	0	0	8	11	11	5	7	8	10	2	0	0	0	62	50	53
08:00	0	0	1	9	9	13	14	13	27	23	1	**3**	0	0	113	51	53
09:00	0	0	3	16	27	29	34	25	37	**24**	3	0	0	0	198	48	52
10:00	0	**2**	7	**25**	35	**43**	**39**	36	**46**	5	0	0	0	0	238	45	48
11:00	**1**	2	**11**	25	**40**	41	36	**49**	40	10	0	0	0	0	**255**	45	48
12 PM	0	1	6	31	38	**48**	**46**	43	40	9	0	0	0	0	262	45	48
13:00	0	1	8	30	37	38	38	42	**53**	**17**	**3**	0	0	0	**267**	47	50
14:00	**1**	5	18	28	22	39	30	**48**	29	15	3	0	0	0	238	45	51
15:00	0	5	19	33	45	33	43	43	17	7	1	0	0	0	246	42	47
16:00	1	**9**	**28**	**36**	**58**	47	25	41	17	2	1	0	0	0	265	41	45
17:00	1	1	8	26	35	33	43	35	14	2	0	0	0	0	198	42	46
18:00	0	1	7	17	26	30	18	19	32	11	3	0	0	0	164	47	51
19:00	0	0	0	5	22	17	13	22	17	6	0	0	0	0	102	46	49
20:00	0	0	0	2	9	9	8	13	14	4	0	0	0	0	59	47	50
21:00	0	0	0	2	2	5	4	15	11	5	1	0	0	0	45	48	52
22:00	0	0	0	0	1	1	0	4	9	7	2	0	0	0	24	52	55
23:00	0	0	0	0	0	2	1	8	2	2	0	0	0	0	15	48	52
Total	4	27	117	294	425	447	413	487	451	179	30	5	0	0	2879		
Percent	0.1%	0.9%	4.1%	10.2%	14.8%	15.5%	14.3%	16.9%	15.7%	6.2%	1.0%	0.2%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	10:00	11:00	10:00	10:00	11:00	10:00	09:00	06:00	08:00			11:00		
Vol.	1	2	11	25	40	43	39	49	46	24	4	3			255		
PM Peak	14:00	16:00	16:00	16:00	16:00	12:00	12:00	14:00	13:00	13:00	13:00				13:00		
Vol.	1	9	28	36	58	48	46	48	53	17	3				267		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/09/23	0	0	0	0	2	2	2	3	5	2	1	0	0	0	17	50	54
01:00	0	0	0	0	0	0	1	3	1	1	1	0	0	0	7	53	57
02:00	0	1	0	1	0	1	0	1	2	0	0	0	0	0	6	46	48
03:00	0	0	1	0	1	0	3	2	4	6	1	0	0	0	18	52	54
04:00	0	0	0	0	0	0	4	4	10	6	0	0	**1**	0	25	51	53
05:00	0	0	0	5	4	6	9	16	29	13	4	0	0	0	86	50	53
06:00	0	1	6	7	22	16	17	43	35	10	**5**	0	0	0	162	47	52
07:00	0	1	12	31	36	24	**42**	49	**55**	19	1	0	0	0	270	47	50
08:00	**4**	**7**	**19**	**41**	**47**	**33**	34	**57**	42	14	2	**2**	1	0	**303**	45	50
09:00	0	4	9	18	25	21	15	30	36	**21**	4	1	0	0	184	48	53
10:00	0	2	9	28	42	32	24	34	39	13	3	0	0	0	226	46	50
11:00	0	2	7	13	31	27	25	33	45	13	3	1	0	0	200	47	51
12 PM	0	5	8	23	31	32	**42**	34	37	13	0	0	0	0	225	46	49
13:00	0	2	15	28	33	30	24	23	41	**17**	2	0	0	0	215	47	51
14:00	0	6	11	15	43	20	27	46	**43**	17	4	0	0	0	232	47	51
15:00	1	2	12	**37**	48	30	41	**52**	37	12	1	0	0	0	273	45	48
16:00	**2**	**9**	**30**	36	**50**	**35**	38	47	29	7	1	0	0	0	**284**	43	47
17:00	0	2	16	30	31	35	35	37	27	7	0	0	0	0	220	44	48
18:00	0	0	3	13	25	27	23	26	31	9	1	0	0	0	158	46	50
19:00	0	0	1	3	6	9	8	22	21	10	1	0	0	0	81	48	52
20:00	0	0	0	0	3	4	11	11	9	11	2	0	0	0	51	51	53
21:00	0	1	1	3	6	4	5	8	11	12	**6**	0	0	0	57	52	56
22:00	0	0	0	0	2	1	4	11	4	3	1	0	0	0	26	49	53
23:00	0	0	1	1	3	2	4	4	4	1	1	**1**	0	0	22	48	58
Total	7	45	161	333	491	391	438	596	597	237	45	5	2	0	3348		
Percent	0.2%	1.3%	4.8%	9.9%	14.7%	11.7%	13.1%	17.8%	17.8%	7.1%	1.3%	0.1%	0.1%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	08:00	07:00	09:00	06:00	08:00	04:00		08:00		
Vol.	4	7	19	41	47	33	42	57	55	21	5	2	1		303		
PM Peak	16:00	16:00	16:00	15:00	16:00	16:00	12:00	15:00	14:00	13:00	21:00	23:00			16:00		
Vol.	2	9	30	37	50	35	42	52	43	17	6	1			284		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start	1	10	15	20	25	30	35	40	45	50	55	60	65	70		85th	95th
Time	9	14	19	24	29	34	39	44	49	54	59	64	69	9999	Total	Percent	Percent
01/10/23	0	0	1	1	0	1	1	3	2	2	1	0	0	0	12	51	55
01:00	0	0	1	2	0	0	0	0	4	2	0	0	0	0	9	50	52
02:00	0	0	1	1	0	2	1	1	5	0	0	0	0	0	11	47	48
03:00	0	0	0	0	2	0	2	1	8	9	0	1	0	0	23	52	53
04:00	0	0	0	0	0	0	2	0	5	6	2	0	0	0	15	53	57
05:00	0	0	2	3	3	4	4	25	34	**22**	5	0	0	0	102	51	53
06:00	1	5	10	14	17	24	19	20	38	22	**6**	0	0	0	176	49	53
07:00	0	2	12	28	39	33	**42**	41	**52**	21	1	**2**	0	0	273	47	51
08:00	**4**	**13**	**13**	**30**	**43**	**41**	30	36	49	17	3	0	**1**	0	**280**	46	51
09:00	0	4	11	28	32	37	16	32	51	20	0	0	0	0	231	47	51
10:00	1	4	6	24	25	30	20	**48**	52	12	3	0	0	0	225	47	50
11:00	0	2	4	14	25	25	14	25	44	12	1	0	0	0	166	47	50
12 PM	**2**	3	15	19	36	18	30	**63**	40	**16**	2	0	0	0	**244**	46	50
13:00	1	1	7	22	34	32	31	62	35	11	2	**1**	0	0	239	45	49
14:00	0	4	14	29	33	**35**	22	50	30	16	**3**	0	0	0	236	46	51
15:00	0	1	8	**36**	26	19	28	50	**48**	16	3	0	0	0	235	47	51
16:00	1	6	18	28	39	35	30	39	30	7	1	0	0	0	234	44	48
17:00	0	**7**	**23**	22	**41**	35	**34**	36	18	6	3	0	0	0	225	43	48
18:00	0	1	2	14	18	22	20	38	29	13	3	0	0	0	160	47	52
19:00	0	0	0	2	14	8	12	22	22	9	1	0	0	0	90	48	52
20:00	0	0	0	1	6	6	4	7	12	16	3	0	0	0	55	52	54
21:00	0	0	0	2	3	2	10	12	13	2	0	0	0	0	44	47	48
22:00	0	0	1	1	1	2	3	8	6	3	0	0	0	0	25	48	51
23:00	0	0	0	0	2	1	3	4	4	0	2	0	0	0	16	48	56
Total	10	53	149	321	439	412	378	623	631	260	45	4	1	0	3326		
Percent	0.3%	1.6%	4.5%	9.7%	13.2%	12.4%	11.4%	18.7%	19.0%	7.8%	1.4%	0.1%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	10:00	07:00	05:00	06:00	07:00	08:00		08:00		
Vol.	4	13	13	30	43	41	42	48	52	22	6	2	1		280		
PM Peak	12:00	17:00	17:00	15:00	17:00	14:00	17:00	12:00	15:00	12:00	14:00	13:00			12:00		
Vol.	2	7	23	36	41	35	34	63	48	16	3	1			244		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/11/23	0	0	3	0	2	4	1	2	0	1	2	0	0	0	15	52	57
01:00	0	0	0	0	0	2	0	2	3	3	1	0	0	0	11	52	56
02:00	0	0	0	0	0	1	2	2	2	0	1	0	0	0	8	48	56
03:00	0	0	0	0	1	0	0	6	8	4	2	0	0	0	21	52	56
04:00	0	0	0	2	0	3	2	1	10	9	0	**1**	0	0	28	52	53
05:00	0	0	0	4	7	6	10	15	18	**23**	**6**	0	0	0	89	52	55
06:00	1	1	5	15	20	14	**31**	32	28	20	5	0	**1**	0	173	49	53
07:00	**2**	**7**	**21**	32	36	35	29	**61**	44	23	4	0	0	0	**294**	47	51
08:00	1	3	16	**37**	45	**42**	20	31	**48**	22	5	0	0	0	270	47	52
09:00	1	2	13	30	**50**	38	17	22	27	16	3	0	0	0	219	46	51
10:00	0	3	16	16	45	33	26	29	25	11	3	0	0	0	207	45	50
11:00	0	3	16	18	31	37	23	24	33	15	2	0	0	0	202	46	51
12 PM	1	6	**16**	38	36	17	25	26	34	**18**	2	0	0	0	219	47	51
13:00	0	3	11	23	31	35	33	33	**40**	12	0	0	0	0	221	46	49
14:00	2	6	10	32	38	**38**	34	42	39	10	2	0	0	0	253	45	48
15:00	2	0	14	27	39	35	**49**	**61**	34	9	1	0	0	0	271	44	48
16:00	**5**	**11**	14	**46**	**56**	36	34	44	32	4	2	0	0	0	**284**	43	47
17:00	1	8	12	33	47	27	36	46	25	4	0	0	0	0	239	43	47
18:00	0	0	3	12	17	29	16	16	33	8	2	0	0	0	136	47	50
19:00	0	1	1	7	14	14	9	24	13	11	1	**1**	**1**	0	97	48	53
20:00	0	0	0	2	6	9	11	12	19	11	**4**	0	0	0	74	50	54
21:00	0	0	0	2	3	3	3	8	7	6	1	0	0	0	33	50	53
22:00	0	0	0	0	2	5	5	5	5	8	2	0	0	0	32	52	54
23:00	0	0	1	1	3	3	4	2	5	5	0	0	0	0	24	50	52
Total	16	54	172	377	529	466	420	546	532	253	51	2	2	0	3420		
Percent	0.5%	1.6%	5.0%	11.0%	15.5%	13.6%	12.3%	16.0%	15.6%	7.4%	1.5%	0.1%	0.1%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	09:00	08:00	06:00	07:00	08:00	05:00	05:00	04:00	06:00		07:00		
Vol.	2	7	21	37	50	42	31	61	48	23	6	1	1		294		
PM Peak	16:00	16:00	12:00	16:00	16:00	14:00	15:00	15:00	13:00	12:00	20:00	19:00	19:00		16:00		
Vol.	5	11	16	46	56	38	49	61	40	18	4	1	1		284		

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: SAUGERTIES NY
Road Name: NY 32
Segment: 190' N OF AUGUST SAVAGER RD
Date: 01/04/2023

42.086797, -73.974875

SB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
01/12/23	0	**1**	**1**	**4**	**1**	0	1	**4**	2	**4**	0	0	0	0	**18**	50	52
01:00	0	0	0	0	0	**1**	**2**	1	**4**	2	**1**	0	0	0	11	52	56
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	1	4	1	1	3	5	6	6	1	0	0	0	29		
Percent	0.0%	3.4%	3.4%	13.8%	3.4%	3.4%	10.3%	17.2%	20.7%	20.7%	3.4%	0.0%	0.0%	0.0%			
AM Peak		00:00	00:00	00:00	00:00	01:00	01:00	00:00	01:00	00:00	01:00				00:00		
Vol.		1	1	4	1	1	2	4	4	4	1				18		
PM Peak Vol.																	
Total	82	405	1271	2815	3817	3349	3431	4824	4373	1668	298	30	7	0	26370		
Percent	0.3%	1.5%	4.8%	10.7%	14.5%	12.7%	13.0%	18.3%	16.6%	6.3%	1.1%	0.1%	0.0%	0.0%			

	15th Percentile :	22 MPH
	50th Percentile :	36 MPH
	85th Percentile :	46 MPH
	95th Percentile :	51 MPH
Stats	10 MPH Pace Speed :	40-49 MPH
	Number in Pace :	9197
	Percent in Pace :	34.9%
	Number of Vehicles > 55 MPH :	275
	Percent of Vehicles > 55 MPH :	1.0%
	Mean Speed(Average) :	36 MPH

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/04/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	1	0	0	1	2	3	0	0	0	0	0	7
03:00	0	0	0	0	2	0	0	0	2	3	4	0	0	0	0	11
04:00	0	0	0	0	1	1	0	2	4	5	2	0	0	0	0	15
05:00	0	0	0	0	2	3	5	9	18	10	5	1	0	0	0	53
06:00	0	0	0	1	0	11	22	27	31	18	6	1	0	0	0	117
07:00	0	0	1	0	1	27	78	42	17	12	4	1	0	0	0	183
08:00	0	0	0	1	7	32	74	58	20	14	4	1	0	0	0	211
09:00	0	0	0	2	3	13	50	50	70	39	10	3	0	0	0	240
10:00	0	0	0	0	6	11	58	65	46	35	17	4	0	0	0	242
11:00	0	0	0	1	2	16	69	63	59	43	15	1	0	0	0	269
12 PM	0	0	0	1	2	29	77	91	52	35	7	2	1	0	0	297
13:00	0	0	0	4	1	22	82	69	58	15	7	0	0	0	0	258
14:00	0	0	0	1	11	30	107	133	51	41	9	2	0	0	0	385
15:00	0	0	0	0	0	18	138	137	84	34	19	2	1	0	0	433
16:00	0	0	0	0	4	49	165	171	76	33	2	0	0	0	0	500
17:00	0	0	0	2	4	45	206	149	79	20	1	0	0	0	0	506
18:00	0	0	0	0	0	10	95	93	62	37	2	1	0	0	0	300
19:00	0	0	0	0	2	6	29	57	54	35	10	1	1	0	0	195
20:00	0	0	0	0	1	3	25	37	63	32	2	0	1	0	0	164
21:00	0	0	0	0	0	3	18	22	30	29	3	0	0	0	0	105
22:00	0	0	0	0	3	4	9	18	22	19	8	1	0	0	0	84
23:00	0	0	0	2	0	3	4	8	8	5	3	1	0	0	0	34
Total	0	0	1	15	53	336	1311	1302	908	517	140	22	4	0	0	4609

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/05/23	0	0	0	1	1	0	0	3	11	9	2	1	0	0	0	28
01:00	0	0	0	0	0	1	2	1	3	3	3	1	0	0	0	14
02:00	0	0	0	0	1	0	0	1	3	1	0	2	0	0	0	8
03:00	0	0	0	0	0	0	0	4	1	4	0	0	0	0	0	9
04:00	0	0	0	0	3	1	1	2	5	6	2	1	0	0	0	21
05:00	0	0	0	0	0	1	9	7	10	19	1	1	1	0	0	49
06:00	0	0	0	0	1	11	20	27	30	22	1	1	0	0	0	113
07:00	0	0	0	1	8	17	52	63	27	14	5	1	0	0	0	188
08:00	0	0	0	0	12	29	54	53	55	25	7	0	0	0	0	235
09:00	0	0	0	0	5	22	59	69	46	41	7	2	1	0	0	252
10:00	0	0	0	2	6	24	68	68	59	28	8	0	0	0	0	263
11:00	0	0	1	2	4	12	79	74	51	28	9	3	0	0	0	263
12 PM	0	0	0	1	6	24	92	84	51	45	11	2	0	0	0	316
13:00	0	0	0	2	12	19	77	75	50	37	12	7	0	0	0	291
14:00	0	0	0	1	5	27	95	88	57	41	10	3	0	0	0	327
15:00	0	0	0	0	6	21	149	166	86	25	10	1	0	0	0	464
16:00	0	0	0	1	4	50	189	168	53	18	7	1	0	0	0	491
17:00	0	0	0	0	10	26	216	181	44	22	7	0	0	0	0	506
18:00	0	0	0	1	2	22	92	112	55	37	4	2	0	0	0	327
19:00	0	0	0	0	0	7	37	37	80	57	8	4	0	0	0	230
20:00	0	0	0	0	1	3	20	44	64	52	9	4	0	0	0	197
21:00	0	0	0	0	0	5	20	31	56	22	6	2	1	0	0	143
22:00	0	0	0	0	0	1	12	12	23	24	11	3	0	0	0	86
23:00	0	0	0	2	3	5	1	14	13	17	2	1	0	0	0	58
Total	0	0	1	14	90	328	1344	1384	933	597	142	43	3	0	0	4879

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/06/23	0	0	0	0	0	1	3	2	15	10	7	2	0	0	0	40
01:00	0	0	0	0	0	0	2	2	5	4	1	1	0	0	0	15
02:00	0	0	0	1	1	0	0	0	5	1	2	0	0	0	0	10
03:00	0	0	0	0	0	0	2	1	5	5	0	0	0	0	0	13
04:00	0	0	0	0	0	0	0	1	6	6	4	0	0	0	0	17
05:00	0	0	0	0	0	3	5	6	12	9	3	0	0	0	0	38
06:00	0	0	0	0	0	3	22	29	23	17	7	0	0	0	0	101
07:00	0	0	0	0	1	13	34	63	39	29	10	0	0	0	0	189
08:00	0	0	1	1	0	29	87	76	44	26	8	1	0	0	0	273
09:00	0	0	0	2	1	17	69	56	53	28	7	1	0	0	0	234
10:00	0	0	0	0	5	18	73	87	47	33	13	4	0	0	0	280
11:00	0	0	0	1	2	27	74	72	57	29	6	0	0	0	0	268
12 PM	0	0	0	0	3	28	86	73	62	37	13	5	0	0	0	307
13:00	0	0	0	0	14	41	80	95	64	49	15	5	0	0	0	363
14:00	0	0	0	0	9	29	117	133	54	37	7	3	0	0	0	389
15:00	0	0	0	0	9	31	165	150	73	49	6	0	0	0	0	483
16:00	0	0	0	0	3	34	264	179	78	29	4	2	1	0	0	594
17:00	0	0	0	5	7	61	266	204	51	10	1	0	0	0	0	605
18:00	0	0	0	6	4	51	187	118	65	22	3	0	0	0	1	457
19:00	0	0	0	0	1	31	130	108	75	43	7	3	0	0	0	398
20:00	0	0	0	2	0	22	70	63	89	44	11	3	1	0	0	305
21:00	0	0	0	3	8	18	67	74	72	44	11	0	0	0	0	297
22:00	0	0	0	0	0	1	19	41	52	40	7	3	0	1	0	164
23:00	0	0	0	2	3	4	4	17	36	20	6	1	1	0	0	94
Total	0	0	1	23	71	462	1826	1650	1082	621	159	34	3	1	1	5934

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/07/23	0	0	0	0	0	3	3	6	21	6	4	3	0	0	0	46
01:00	0	0	0	0	0	2	3	3	8	6	4	0	0	0	0	26
02:00	0	0	0	1	0	0	1	1	7	1	1	2	0	0	0	14
03:00	0	0	0	0	0	0	1	1	4	1	1	0	0	0	0	8
04:00	0	0	0	0	0	0	1	0	3	6	2	0	0	0	0	12
05:00	0	0	0	0	0	0	3	3	5	4	5	1	0	0	0	21
06:00	0	0	0	0	0	2	6	20	19	17	7	1	0	0	0	72
07:00	0	0	0	0	0	6	36	42	38	56	19	6	0	0	0	203
08:00	0	0	0	2	2	18	62	98	89	83	25	4	1	0	0	384
09:00	0	0	0	0	0	9	62	89	56	87	26	0	0	0	0	329
10:00	0	0	0	1	2	11	98	128	70	54	21	1	0	0	0	386
11:00	0	0	0	0	6	30	105	129	76	32	9	1	0	1	0	389
12 PM	0	0	0	2	6	25	134	135	37	36	11	3	0	0	0	389
13:00	0	0	0	1	3	21	111	119	52	28	14	7	0	0	0	356
14:00	0	0	0	0	3	22	151	118	59	23	5	1	1	0	0	383
15:00	0	0	0	0	2	29	138	133	42	30	11	1	0	0	0	386
16:00	0	0	1	0	0	29	122	129	45	22	7	1	0	0	0	356
17:00	0	0	0	1	4	32	114	74	40	14	3	0	0	0	0	282
18:00	0	0	0	1	1	24	88	89	42	22	6	1	1	0	0	275
19:00	0	0	0	1	2	7	53	47	68	33	4	1	1	0	1	218
20:00	0	0	0	0	8	22	37	34	40	31	11	0	0	0	0	183
21:00	0	0	0	0	1	6	42	26	45	37	11	2	0	0	0	170
22:00	0	0	0	0	0	7	15	17	20	18	0	9	1	0	0	87
23:00	0	0	0	0	0	0	5	12	34	13	6	1	0	0	0	71
Total	0	0	1	10	40	305	1391	1453	920	660	213	46	5	1	1	5046

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/08/23	0	0	0	0	0	0	4	3	11	9	6	1	1	0	0	35
01:00	0	0	0	0	0	2	0	2	6	3	1	0	0	0	0	14
02:00	0	0	0	0	0	0	2	1	5	5	3	0	0	0	0	16
03:00	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	1	3	3	2	1	0	0	0	10
05:00	0	0	0	0	1	1	1	4	4	6	2	1	0	0	0	20
06:00	0	0	0	1	2	5	3	5	13	20	5	2	0	0	0	56
07:00	0	0	0	0	0	5	33	36	25	35	21	5	2	0	0	162
08:00	0	0	0	0	2	7	18	42	66	78	39	13	1	0	0	266
09:00	0	0	0	0	2	15	50	89	56	69	26	4	1	0	0	312
10:00	0	0	0	0	2	6	46	84	55	36	26	5	3	0	0	263
11:00	0	0	0	1	0	6	85	95	41	31	10	5	0	0	0	274
12 PM	0	0	0	0	2	16	86	100	50	36	11	1	1	0	0	303
13:00	0	0	0	0	1	20	104	96	56	22	10	4	0	0	0	313
14:00	0	0	0	0	1	14	130	125	56	13	4	2	0	0	0	345
15:00	0	1	0	0	0	20	104	111	41	10	7	1	1	0	0	296
16:00	0	1	1	1	3	19	114	127	35	9	4	1	0	0	0	315
17:00	0	1	0	0	2	12	89	72	35	14	1	0	0	0	0	226
18:00	0	0	0	0	2	22	60	61	27	46	5	0	0	0	0	223
19:00	0	0	0	1	1	6	23	47	52	29	10	2	1	0	0	172
20:00	0	0	0	0	2	11	22	21	25	31	10	1	0	0	0	123
21:00	0	0	0	0	0	6	8	18	32	24	7	0	0	0	0	95
22:00	0	0	0	0	0	2	3	7	12	15	6	0	0	0	0	45
23:00	0	0	0	1	2	0	1	8	13	11	4	1	1	0	0	42
Total	0	3	1	5	25	195	987	1159	720	555	220	50	12	0	0	3932

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/09/23	0	0	0	0	0	1	1	5	5	4	8	0	0	0	0	24
01:00	0	0	0	0	0	1	0	2	5	1	0	1	0	0	0	10
02:00	0	0	0	0	1	1	0	0	0	3	1	0	0	0	0	6
03:00	0	0	0	0	0	0	0	2	5	1	2	0	0	0	0	10
04:00	0	0	0	0	0	1	1	2	4	4	2	1	0	0	0	15
05:00	0	0	0	0	0	1	4	13	12	10	4	2	0	0	0	46
06:00	0	0	0	0	2	7	28	26	22	21	7	2	0	0	0	115
07:00	0	0	0	1	1	19	64	68	33	31	4	1	0	0	0	222
08:00	0	0	0	1	8	24	59	75	55	30	12	3	1	0	0	268
09:00	0	0	0	2	3	18	82	75	46	53	14	4	0	0	0	297
10:00	0	0	0	0	4	9	50	70	46	58	22	2	0	0	0	261
11:00	0	1	0	0	3	23	72	62	42	36	14	2	0	0	0	255
12 PM	0	0	0	0	0	29	82	96	47	33	9	3	1	0	0	300
13:00	0	0	0	2	7	32	96	85	50	39	6	3	0	0	0	320
14:00	0	0	0	1	2	23	95	118	53	26	12	1	1	1	0	333
15:00	0	0	0	1	9	25	155	106	56	35	16	6	0	0	0	409
16:00	0	0	0	0	6	29	137	164	90	29	12	0	0	0	0	467
17:00	0	0	0	0	3	23	215	156	52	30	7	0	0	0	0	486
18:00	0	0	0	0	0	18	96	80	75	48	9	1	0	0	0	327
19:00	0	0	0	0	0	5	35	47	62	40	12	2	1	0	0	204
20:00	0	0	0	0	1	5	16	29	51	35	8	4	2	0	0	151
21:00	0	0	0	0	1	7	18	22	22	28	8	0	0	0	0	106
22:00	0	0	0	0	0	2	8	14	19	13	9	2	1	1	0	69
23:00	0	0	1	3	2	1	2	7	13	13	5	1	0	0	0	48
Total	0	1	1	11	53	304	1316	1324	865	621	203	41	7	2	0	4749

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/10/23	0	0	0	0	0	1	0	4	8	12	4	0	0	0	0	29
01:00	0	0	0	0	0	3	1	0	4	1	0	1	0	0	0	10
02:00	0	0	0	0	1	0	0	1	3	2	1	0	0	0	0	8
03:00	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	6
04:00	0	0	0	0	0	0	2	1	6	7	3	1	0	0	0	20
05:00	0	0	0	0	0	1	2	8	16	19	3	1	0	0	0	50
06:00	0	0	0	0	1	7	18	19	21	18	9	1	0	0	0	94
07:00	0	0	0	0	6	15	70	70	32	30	13	1	0	0	0	237
08:00	0	0	2	0	3	19	80	92	41	24	8	2	0	0	0	271
09:00	0	0	0	1	4	18	62	84	54	37	12	3	0	0	0	275
10:00	0	0	0	2	5	14	55	79	48	35	9	1	2	0	0	250
11:00	0	0	0	6	1	10	64	63	59	38	13	3	0	0	0	257
12 PM	0	0	0	0	3	13	81	77	50	46	14	3	0	0	0	287
13:00	0	0	0	2	2	16	85	61	61	39	10	0	0	0	0	276
14:00	0	0	0	1	14	23	95	101	56	39	18	2	0	0	0	349
15:00	0	1	0	0	16	25	87	141	85	41	11	1	1	0	0	409
16:00	0	0	0	1	2	35	241	207	52	15	4	1	0	0	0	558
17:00	0	0	0	0	0	23	167	197	73	42	6	0	0	0	0	508
18:00	0	0	0	1	3	13	84	86	57	32	9	1	0	0	0	286
19:00	0	0	0	0	4	5	35	49	60	34	11	1	0	0	0	199
20:00	0	0	0	0	1	5	11	27	44	48	13	1	1	0	0	151
21:00	0	0	0	0	3	6	18	34	40	20	6	1	1	0	0	129
22:00	0	0	0	0	0	6	11	14	20	15	10	2	0	0	0	78
23:00	0	0	0	1	2	3	2	9	16	16	8	1	1	0	0	59
Total	0	1	2	15	71	261	1271	1425	907	612	197	28	6	0	0	4796

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/11/23	0	0	1	2	0	0	0	1	8	9	7	2	0	0	0	30
01:00	0	0	0	0	1	2	1	4	5	3	1	0	0	0	0	17
02:00	0	0	0	0	0	0	1	4	1	1	1	0	0	0	0	8
03:00	0	0	0	0	1	0	1	0	2	6	1	1	0	0	0	12
04:00	0	0	0	0	0	0	0	0	3	6	7	0	0	0	0	16
05:00	0	0	0	0	0	2	3	8	16	4	5	3	0	0	0	41
06:00	0	0	0	0	3	6	30	24	25	13	10	1	0	0	0	112
07:00	0	0	0	0	2	18	58	69	43	37	12	2	0	0	0	241
08:00	0	0	0	0	0	21	87	88	77	37	10	6	0	0	0	326
09:00	0	0	0	0	7	33	87	90	65	31	10	5	0	0	0	328
10:00	0	0	0	0	1	18	80	70	54	38	14	3	0	0	0	278
11:00	0	0	0	2	4	24	54	69	74	28	15	2	0	0	0	272
12 PM	0	0	0	0	5	12	62	80	71	34	11	3	0	0	0	278
13:00	0	0	0	4	2	21	64	79	47	42	13	4	0	0	0	276
14:00	0	0	0	0	2	25	122	84	54	49	5	0	0	0	0	341
15:00	0	0	0	1	7	27	122	166	83	24	12	2	0	0	0	444
16:00	0	0	0	2	0	23	193	211	64	14	7	1	0	0	0	515
17:00	0	0	1	0	1	35	230	169	44	17	5	1	1	0	0	504
18:00	0	0	0	1	1	14	94	93	49	48	8	2	0	0	0	310
19:00	0	0	0	0	0	12	31	58	74	41	14	2	0	0	0	232
20:00	0	0	1	1	1	4	25	34	59	36	17	3	0	0	0	181
21:00	0	0	0	0	0	1	11	13	37	51	7	3	0	0	0	123
22:00	0	0	0	1	2	3	12	11	23	36	3	1	0	0	0	92
23:00	0	0	0	3	3	0	6	10	19	10	7	2	0	0	0	60
Total	0	0	3	17	43	301	1374	1435	997	615	202	49	1	0	0	5037

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

NB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/12/23	0	0	0	0	1	1	2	2	10	7	6	1	0	0	0	30
01:00	0	0	0	0	1	0	1	1	4	3	1	0	0	0	0	11
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	2	1	3	3	14	10	7	1	0	0	0	41
Grand Total	0	5	11	110	448	2493	10823	11135	7346	4808	1483	314	41	4	2	39023

Stats

15th Percentile :	31 MPH
50th Percentile :	37 MPH
85th Percentile :	45 MPH
95th Percentile :	49 MPH
Mean Speed(Average) :	39 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	21958
Percent in Pace :	56.3%
Number of Vehicles > 55 MPH :	361
Percent of Vehicles > 55 MPH :	0.9%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/04/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	2	5	0	2	1	0	0	0	0	0	0	10
04:00	0	0	0	0	0	5	3	3	1	0	0	0	0	0	0	12
05:00	0	0	0	2	3	19	24	10	1	0	0	0	0	0	0	59
06:00	0	0	0	1	10	34	39	7	6	0	0	0	0	0	0	97
07:00	0	0	0	13	36	54	33	19	5	0	0	0	0	0	0	160
08:00	0	0	5	13	30	33	41	19	3	0	0	0	0	0	0	144
09:00	0	0	1	2	12	25	43	19	2	2	1	0	0	0	0	107
10:00	0	1	1	2	11	25	36	19	4	1	0	0	0	0	0	100
11:00	0	0	3	4	10	33	19	21	4	0	2	0	0	0	0	96
12 PM	0	0	1	6	11	31	46	20	4	0	0	0	0	0	0	119
13:00	0	0	0	2	14	27	37	20	4	0	0	0	0	0	0	104
14:00	0	0	3	1	12	30	28	18	1	0	0	0	0	0	0	93
15:00	0	0	2	4	14	42	26	10	0	0	0	0	0	0	0	98
16:00	0	1	1	7	21	51	45	8	2	0	0	0	0	0	0	136
17:00	0	0	2	5	18	23	30	9	2	0	0	0	0	0	0	89
18:00	0	0	0	0	7	14	24	17	0	0	0	0	0	0	0	62
19:00	0	0	0	4	6	13	15	5	0	0	0	0	0	0	0	43
20:00	0	0	0	0	3	6	3	4	1	0	0	0	0	0	0	17
21:00	0	0	0	1	2	11	14	3	0	0	0	0	0	0	0	31
22:00	0	0	0	1	1	2	2	3	1	1	0	0	0	0	0	11
23:00	0	0	0	0	0	9	3	2	0	0	0	0	0	0	0	14
Total	0	2	19	70	223	492	512	238	42	4	3	0	0	0	0	1605

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/05/23	0	0	0	3	0	0	1	2	0	0	0	0	0	0	0	6
01:00	0	0	0	1	1	1	1	0	0	1	0	0	0	0	0	5
02:00	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	5
03:00	0	0	0	0	1	4	6	3	0	1	0	0	0	0	0	15
04:00	0	0	0	0	6	2	7	5	0	0	0	0	0	0	0	20
05:00	0	0	0	4	4	14	19	15	1	1	0	0	0	0	0	58
06:00	0	0	1	2	19	38	26	15	7	0	0	0	0	0	0	108
07:00	0	1	1	1	19	47	56	28	6	1	0	0	0	0	0	160
08:00	0	0	3	9	19	31	53	22	4	1	0	0	0	0	0	142
09:00	0	0	0	2	10	24	39	16	4	1	0	0	0	0	0	96
10:00	0	0	0	10	12	31	40	17	5	0	0	0	0	0	0	115
11:00	0	0	1	8	24	39	32	12	0	2	0	0	0	0	0	118
12 PM	0	0	2	6	23	41	50	22	3	0	0	0	0	0	0	147
13:00	0	0	0	0	9	18	38	17	3	0	0	0	0	0	0	85
14:00	0	0	0	1	7	25	38	17	3	0	0	0	0	0	0	91
15:00	0	0	2	6	19	38	36	11	5	0	0	0	0	0	0	117
16:00	0	0	3	11	29	49	25	8	2	0	0	0	0	0	0	127
17:00	0	0	6	6	26	32	34	9	0	0	0	0	0	0	0	113
18:00	0	0	0	1	6	23	17	4	0	0	0	0	0	0	0	51
19:00	0	0	0	1	2	7	18	4	2	0	0	0	0	0	0	34
20:00	0	0	0	1	2	11	13	10	2	0	0	0	0	0	0	39
21:00	0	0	0	0	1	5	12	4	2	0	0	0	0	0	0	24
22:00	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	9
23:00	0	0	0	0	3	3	7	4	0	0	0	0	0	0	0	17
Total	0	1	19	75	243	487	573	247	49	8	0	0	0	0	0	1702

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/06/23	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
01:00	0	0	1	0	2	0	1	0	0	2	0	0	0	0	0	6
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	2	1	4	3	1	1	0	0	0	0	0	0	12
04:00	0	0	0	0	1	5	3	6	0	0	0	0	0	0	0	15
05:00	0	0	0	0	0	11	18	15	3	0	0	0	0	0	0	47
06:00	0	0	0	3	9	21	35	18	4	2	0	0	0	0	0	92
07:00	0	0	2	1	14	32	49	32	1	0	0	0	0	0	0	131
08:00	0	0	2	10	17	27	43	21	3	0	0	0	0	0	0	123
09:00	0	0	0	9	16	24	29	15	7	0	0	0	0	0	0	100
10:00	0	0	0	3	19	42	26	11	3	2	0	0	0	0	0	106
11:00	0	0	0	6	15	27	43	12	3	0	0	0	0	0	0	106
12 PM	0	0	0	5	19	27	36	16	5	0	1	0	0	0	0	109
13:00	0	0	0	3	8	26	30	14	3	1	0	0	0	0	0	85
14:00	0	0	0	2	12	28	42	14	1	0	0	0	0	0	0	99
15:00	0	0	4	6	18	39	45	17	3	0	0	0	0	0	0	132
16:00	0	1	2	3	16	46	40	19	1	1	0	0	0	0	0	129
17:00	0	1	14	19	37	48	24	3	2	0	0	0	0	0	0	148
18:00	0	0	0	10	26	24	14	1	0	0	0	0	0	0	2	77
19:00	0	0	1	0	7	10	12	4	1	0	0	0	0	0	0	35
20:00	0	0	0	2	4	9	13	2	2	0	0	0	0	0	0	32
21:00	0	0	0	0	2	9	12	5	2	0	0	0	0	0	0	30
22:00	0	0	0	0	1	2	8	3	1	0	0	0	0	0	0	15
23:00	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	11
Total	0	2	26	84	245	466	532	234	46	8	1	0	0	0	2	1646

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/07/23	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	4
01:00	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	8
04:00	0	0	0	0	1	1	6	4	0	0	0	0	0	0	0	12
05:00	0	0	0	0	3	6	5	0	2	1	0	0	0	0	0	17
06:00	0	0	0	0	1	13	8	9	3	1	0	0	0	0	0	35
07:00	0	0	0	1	2	10	19	11	4	0	0	0	0	0	0	47
08:00	0	0	0	3	7	17	26	13	0	1	0	0	0	0	0	67
09:00	0	0	0	4	7	30	42	16	2	0	0	0	0	0	0	101
10:00	0	0	3	1	7	27	32	25	1	0	0	0	0	0	0	96
11:00	0	0	1	5	15	46	47	22	3	0	0	0	0	0	0	139
12 PM	0	0	0	8	14	42	41	30	3	0	1	0	0	0	0	139
13:00	0	0	2	6	11	30	41	30	2	1	0	0	0	0	0	123
14:00	0	0	1	9	19	45	47	31	5	1	1	0	0	0	0	159
15:00	0	3	10	21	31	61	61	16	5	0	0	0	0	0	0	208
16:00	0	6	20	45	45	68	58	14	2	0	0	0	0	0	0	258
17:00	0	5	18	31	47	57	42	12	3	1	0	0	0	0	0	216
18:00	0	0	1	7	10	26	27	10	3	0	0	0	0	0	0	84
19:00	0	0	0	1	9	12	22	6	1	1	0	0	0	0	0	52
20:00	0	0	0	1	0	16	21	9	4	0	1	0	0	0	0	52
21:00	0	0	0	0	2	2	8	10	1	0	0	0	0	0	0	23
22:00	0	0	0	1	1	4	6	4	2	0	0	0	0	0	0	18
23:00	0	0	0	0	1	7	7	4	0	0	0	0	0	0	0	19
Total	0	14	57	144	234	524	575	279	46	7	4	0	0	0	0	1884

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/08/23	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	5
05:00	0	0	0	0	0	1	4	0	3	0	0	0	0	0	0	8
06:00	0	0	0	1	2	6	9	3	3	0	0	0	0	0	0	24
07:00	0	0	0	0	1	8	11	9	2	0	0	0	0	0	0	31
08:00	0	0	0	0	8	17	26	17	4	0	0	0	0	0	0	72
09:00	0	0	6	5	15	28	31	31	7	1	0	0	0	0	0	124
10:00	0	2	4	11	38	53	78	20	5	0	0	0	0	0	0	211
11:00	0	3	15	25	42	74	97	50	8	0	0	0	0	0	0	314
12 PM	0	0	8	22	46	65	76	43	7	1	0	0	0	0	0	268
13:00	0	2	21	26	43	75	66	45	9	1	1	0	0	0	0	289
14:00	0	3	11	22	53	76	90	35	4	0	0	0	0	0	0	294
15:00	0	19	57	82	56	83	69	25	4	0	0	0	0	0	0	395
16:00	0	37	82	95	73	63	51	21	3	0	0	0	0	0	0	425
17:00	0	21	65	62	43	69	47	14	2	0	0	0	0	0	0	323
18:00	0	0	3	14	17	32	34	15	2	0	0	0	0	0	0	117
19:00	0	0	0	1	12	24	31	13	1	0	0	0	0	0	0	82
20:00	0	0	1	4	10	20	20	9	1	1	0	0	0	0	0	66
21:00	0	0	0	0	2	4	13	10	2	0	0	0	0	0	0	31
22:00	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	13
23:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
Total	0	87	273	370	464	706	773	366	69	4	1	0	0	0	0	3113

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/09/23	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	6
03:00	0	0	0	2	3	2	6	3	1	0	0	0	0	0	0	17
04:00	0	0	0	0	1	3	11	8	1	0	0	0	0	0	0	24
05:00	0	0	0	1	4	9	17	28	6	2	0	0	0	0	0	67
06:00	0	0	2	3	9	21	45	33	7	1	0	0	0	0	0	121
07:00	0	0	0	2	17	39	52	32	4	1	0	0	0	0	0	147
08:00	0	0	1	8	14	33	51	21	2	0	0	0	0	0	0	130
09:00	0	0	0	4	10	28	31	29	5	1	0	0	0	0	0	108
10:00	0	0	2	2	15	26	32	24	4	0	0	0	0	0	0	105
11:00	0	0	2	7	18	30	39	21	2	2	1	0	0	0	0	122
12 PM	0	1	2	9	14	31	40	23	7	1	0	0	0	0	0	128
13:00	0	0	1	3	10	12	40	27	8	1	0	0	0	0	0	102
14:00	0	0	0	5	17	25	32	27	6	1	0	0	0	0	0	113
15:00	0	1	4	10	25	54	43	22	3	0	0	0	0	0	0	162
16:00	0	2	3	8	21	46	45	15	3	0	0	0	0	0	0	143
17:00	0	0	0	7	17	36	36	12	1	0	0	0	0	0	0	109
18:00	0	0	1	2	5	24	26	18	1	0	0	0	0	0	0	77
19:00	0	0	0	1	3	3	11	9	3	1	0	0	0	0	0	31
20:00	0	0	0	1	0	8	17	7	0	0	1	0	0	0	0	34
21:00	0	0	0	1	1	4	8	9	0	0	0	1	0	0	0	24
22:00	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	7
23:00	0	0	0	1	1	3	0	4	0	0	0	0	0	0	0	9
Total	0	4	19	78	206	441	591	375	65	11	2	1	0	0	0	1793

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/10/23	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	2	2	2	0	0	1	0	0	0	0	0	7
02:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
03:00	0	0	0	2	0	3	3	2	0	1	0	0	0	0	0	11
04:00	0	0	0	0	2	1	2	8	3	0	0	0	0	0	0	16
05:00	0	0	0	1	5	12	33	18	1	3	0	2	0	0	0	75
06:00	0	0	2	1	6	30	31	29	6	3	0	0	0	0	0	108
07:00	0	0	2	1	19	34	58	37	8	2	0	1	0	0	0	162
08:00	0	1	5	7	16	33	46	23	8	1	0	0	0	0	0	140
09:00	0	1	1	1	11	28	38	25	6	1	0	0	0	0	0	112
10:00	0	0	0	2	8	21	42	17	3	0	0	0	0	0	0	93
11:00	0	0	0	5	9	25	31	19	8	1	0	0	0	0	0	98
12 PM	0	0	0	3	5	28	40	30	3	0	0	0	0	0	0	109
13:00	0	1	1	2	10	23	36	13	4	0	0	0	0	0	0	90
14:00	0	0	3	4	15	33	42	16	5	1	0	0	0	0	0	119
15:00	0	2	3	6	19	43	42	23	3	0	0	0	0	0	0	141
16:00	0	2	3	4	17	58	50	23	4	0	0	0	0	0	0	161
17:00	0	0	0	5	18	50	34	12	2	0	0	0	0	0	0	121
18:00	0	0	0	3	7	14	25	10	2	1	0	0	0	0	0	62
19:00	0	0	0	0	4	13	15	8	2	1	0	0	0	0	0	43
20:00	0	0	0	0	0	4	8	5	1	1	0	0	0	0	0	19
21:00	0	0	0	0	1	5	11	9	1	0	0	0	0	0	0	27
22:00	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	10
23:00	0	0	0	0	1	1	2	4	1	1	0	0	0	0	0	10
Total	0	7	21	48	177	465	599	333	71	18	0	3	0	0	0	1742

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/11/23	0	0	0	2	1	3	4	1	0	0	0	0	0	0	0	11
01:00	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	6
03:00	0	0	0	1	1	1	4	3	1	0	0	0	0	0	0	11
04:00	0	0	0	1	3	2	5	6	3	0	0	0	0	0	0	20
05:00	0	0	0	5	4	5	16	22	5	2	1	1	0	0	0	61
06:00	0	2	3	6	6	12	44	29	10	2	0	0	0	0	0	114
07:00	0	0	1	5	17	37	59	33	4	1	0	0	0	0	0	157
08:00	0	0	3	10	23	41	35	33	7	0	0	0	0	0	0	152
09:00	0	0	0	0	6	28	39	14	2	0	0	0	0	0	0	89
10:00	0	0	0	3	7	20	21	28	6	0	0	0	0	0	0	85
11:00	0	0	2	7	12	28	35	20	1	0	0	0	0	0	0	105
12 PM	0	0	2	1	17	23	27	20	6	4	0	0	0	0	0	100
13:00	0	1	1	3	14	31	39	26	2	1	0	0	0	0	0	118
14:00	0	1	8	12	24	45	53	19	7	4	0	0	0	0	0	173
15:00	0	6	12	11	30	41	50	24	3	0	0	0	0	0	0	177
16:00	0	1	2	15	35	69	46	15	1	1	0	0	0	0	0	185
17:00	0	0	4	14	27	56	25	10	1	3	0	0	0	0	0	140
18:00	0	0	0	1	9	22	22	7	2	0	0	0	0	0	0	63
19:00	0	0	0	0	1	9	14	8	2	0	0	0	0	0	0	34
20:00	0	0	0	0	1	6	6	10	3	0	0	0	0	0	0	26
21:00	0	0	0	0	1	4	14	12	1	0	1	0	0	0	0	33
22:00	0	0	0	0	0	1	5	2	1	0	0	0	0	0	0	9
23:00	0	0	0	1	0	3	3	6	0	1	0	0	0	0	0	14
Total	0	11	38	98	239	491	571	350	69	19	2	1	0	0	0	1889

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Saugerties
Road Name: NY32
Segment:190' N/O AUGUSTA SAVAGE RD
Date:1/04/23

GPS: 42.086797, -73.974875

SB

Start Time	0 5	6 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/12/23	0	0	1	2	2	3	1	0	1	1	0	0	0	0	0	11
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	1	2	2	3	3	0	1	1	0	0	0	0	0	13
Grand Total	0	128	473	969	2033	4075	4729	2422	458	80	13	5	0	0	2	15387

Stats

15th Percentile :	21 MPH
50th Percentile :	30 MPH
85th Percentile :	36 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	8804
Percent in Pace :	57.2%
Number of Vehicles > 55 MPH :	7
Percent of Vehicles > 55 MPH :	0.0%

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-202 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, approximately 500 ft south of Augusta Savage Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	7:49 Tuesday, January 31, 2023 => 22:35 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07NY32 South 2235.EC1 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 42474 / 78063 (54.41%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-202
Site: 122-249.1.2NS
Description: **NY-32, approximately 500 ft south of Augusta Savage Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	32.0	28.0	27.0	25.0	31.0	39.0	45.0	28.6	32.4
0100-0200	11.0	11.0	12.0	10.0	14.0	28.0	17.0	11.6	14.7
0200-0300	12.0	12.0	8.0	4.0	9.0	11.0	9.0	9.0	9.3
0300-0400	17.0	14.0	13.0	17.0	16.0	13.0	7.0	15.4	13.9
0400-0500	34.0	33.0	42.0	33.0	21.0	14.0	11.0	32.6	26.9
0500-0600	108.0	117.0	111.0	112.0	78.0	39.0	25.0	105.2	84.3
0600-0700	188.0	179.0	184.0	172.0	163.0	54.0	65.0	177.2	143.6
0700-0800	311.0	313.0	364.0	330.0	280.0	191.0	318.0	319.6	301.0
0800-0900	**386.0**	**383.0**	**426.0**	374.0	360.0	297.0	**490.0**	**385.8**	**388.0**
0900-1000	359.0	361.0	362.0	**394.0**	329.0	330.0	488.0	361.0	374.7
1000-1100	332.0	295.0	342.0	287.0	354.0	**383.0**	446.0	322.0	348.4
1100-1200	340.0	326.0	374.0	351.0	**362.0**	380.0	425.0	350.6	365.4
1200-1300	343.0	389.0	360.0	361.0	425.0	404.0	406.0	375.6	384.0
1300-1400	370.0	357.0	360.0	402.0	390.0	383.0	**423.0**	375.8	383.6
1400-1500	394.0	386.0	391.0	412.0	449.0	379.0	410.0	406.4	403.0
1500-1600	505.0	501.0	578.0	551.0	613.0	437.0	399.0	549.6	512.0
1600-1700	**546.0**	543.0	**655.0**	611.0	652.0	**459.0**	395.0	**601.4**	**551.6**
1700-1800	517.0	**575.0**	544.0	**631.0**	**680.0**	389.0	408.0	589.4	534.9
1800-1900	327.0	312.0	337.0	366.0	545.0	349.0	317.0	377.4	364.7
1900-2000	240.0	228.0	265.0	279.0	467.0	253.0	211.0	295.8	277.6
2000-2100	180.0	166.0	205.0	245.0	407.0	194.0	163.0	240.6	222.9
2100-2200	109.0	146.0	144.0	195.0	323.0	160.0	96.0	183.4	167.6
2200-2300	72.0	69.0	88.0	122.0	194.0	106.0	78.0	109.0	104.1
2300-2400	41.0	47.0	51.0	74.0	90.0	67.0	45.0	60.6	59.3
Totals									
0700-1900	4730.0	4741.0	5093.0	5070.0	5439.0	4381.0	4925.0	5014.6	4911.3
0600-2200	5447.0	5460.0	5891.0	5961.0	6799.0	5042.0	5460.0	5911.6	5722.9
0600-0000	5560.0	5576.0	6030.0	6157.0	7083.0	5215.0	5583.0	6081.2	5886.3
0000-0000	5774.0	5791.0	6243.0	6358.0	7252.0	5359.0	5697.0	6283.6	6067.7
AM Peak	0800	0800	0800	0900	1100	1000	0800		
	386.0	383.0	426.0	394.0	362.0	383.0	490.0		
PM Peak	1600	1700	1600	1700	1700	1600	1300		
	546.0	575.0	655.0	631.0	680.0	459.0	423.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-203 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, approximately 500 ft south of Augusta Savage Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	7:49 Tuesday, January 31, 2023 => 22:35 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07NY32 South 2235.EC1 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 30684 / 78063 (39.31%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-203
Site: 122-249.1.2NS
Description: **NY-32, approximately 500 ft south of Augusta Savage Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	17.0	17.0	13.0	14.0	13.0	24.0	25.0	14.8	17.6
0100-0200	7.0	9.0	8.0	7.0	7.0	9.0	12.0	7.6	8.4
0200-0300	17.0	7.0	8.0	9.0	5.0	5.0	7.0	9.2	8.3
0300-0400	15.0	21.0	24.0	16.0	21.0	10.0	10.0	19.4	16.7
0400-0500	42.0	27.0	27.0	36.0	19.0	15.0	15.0	30.2	25.9
0500-0600	123.0	108.0	121.0	116.0	88.0	37.0	21.0	111.2	87.7
0600-0700	219.0	240.0	236.0	229.0	217.0	71.0	47.0	228.2	179.9
0700-0800	337.0	344.0	347.0	326.0	307.0	87.0	73.0	332.2	260.1
0800-0900	**385.0**	**380.0**	**379.0**	**377.0**	**370.0**	161.0	127.0	**378.2**	**311.3**
0900-1000	271.0	258.0	292.0	299.0	244.0	228.0	228.0	272.8	260.0
1000-1100	270.0	263.0	312.0	249.0	276.0	259.0	245.0	274.0	267.7
1100-1200	248.0	267.0	302.0	269.0	270.0	**287.0**	**315.0**	271.2	279.7
1200-1300	308.0	284.0	320.0	299.0	281.0	289.0	355.0	298.4	305.1
1300-1400	287.0	286.0	309.0	273.0	293.0	296.0	303.0	289.6	292.4
1400-1500	311.0	317.0	298.0	355.0	293.0	279.0	**372.0**	314.8	317.9
1500-1600	337.0	313.0	298.0	324.0	331.0	332.0	330.0	320.6	323.6
1600-1700	**381.0**	**393.0**	**400.0**	**437.0**	**386.0**	**408.0**	355.0	**399.4**	**394.3**
1700-1800	301.0	345.0	380.0	355.0	355.0	339.0	357.0	347.2	347.4
1800-1900	220.0	208.0	219.0	254.0	258.0	267.0	229.0	231.8	236.4
1900-2000	159.0	130.0	151.0	142.0	150.0	236.0	152.0	146.4	160.0
2000-2100	82.0	81.0	105.0	114.0	114.0	164.0	127.0	99.2	112.4
2100-2200	64.0	74.0	61.0	94.0	105.0	93.0	79.0	79.6	81.4
2200-2300	44.0	52.0	49.0	50.0	72.0	82.0	50.0	53.4	57.0
2300-2400	22.0	22.0	34.0	41.0	42.0	32.0	32.0	32.2	32.1
Totals									
0700-1900	3656.0	3658.0	3856.0	3817.0	3664.0	3232.0	3289.0	3730.2	3596.0
0600-2200	4180.0	4183.0	4409.0	4396.0	4250.0	3796.0	3694.0	4283.6	4129.7
0600-0000	4246.0	4257.0	4492.0	4487.0	4364.0	3910.0	3776.0	4369.2	4218.9
0000-0000	4467.0	4446.0	4693.0	4685.0	4517.0	4010.0	3866.0	4561.6	4383.4
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	385.0	380.0	379.0	377.0	370.0	287.0	315.0		
PM Peak	1600	1600	1600	1600	1600	1600	1400		
	381.0	393.0	400.0	437.0	386.0	408.0	372.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-201 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, approximately 500 ft south of Augusta Savage Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	7:49 Tuesday, January 31, 2023 => 22:35 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07NY32 South 2235.EC1 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 73158 / 78063 (93.72%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-201
Site: 122-249.1.2NS
Description: **NY-32, approximately 500 ft south of Augusta Savage Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	49.0	45.0	40.0	39.0	44.0	63.0	70.0	43.4	50.0
0100-0200	18.0	20.0	20.0	17.0	21.0	37.0	29.0	19.2	23.1
0200-0300	29.0	19.0	16.0	13.0	14.0	16.0	16.0	18.2	17.6
0300-0400	32.0	35.0	37.0	33.0	37.0	23.0	17.0	34.8	30.6
0400-0500	76.0	60.0	69.0	69.0	40.0	29.0	26.0	62.8	52.7
0500-0600	231.0	225.0	232.0	228.0	166.0	76.0	46.0	216.4	172.0
0600-0700	407.0	419.0	420.0	401.0	380.0	125.0	112.0	405.4	323.4
0700-0800	648.0	657.0	711.0	656.0	587.0	278.0	391.0	651.8	561.1
0800-0900	**771.0**	**763.0**	**805.0**	**751.0**	**730.0**	458.0	617.0	**764.0**	**699.3**
0900-1000	630.0	619.0	654.0	693.0	573.0	558.0	716.0	633.8	634.7
1000-1100	602.0	558.0	654.0	536.0	630.0	642.0	691.0	596.0	616.1
1100-1200	588.0	593.0	676.0	620.0	632.0	**667.0**	**740.0**	621.8	645.1
1200-1300	651.0	673.0	680.0	660.0	706.0	693.0	761.0	674.0	689.1
1300-1400	657.0	643.0	669.0	675.0	683.0	679.0	726.0	665.4	676.0
1400-1500	705.0	703.0	689.0	767.0	742.0	658.0	**782.0**	721.2	720.9
1500-1600	842.0	814.0	876.0	875.0	944.0	769.0	729.0	870.2	835.6
1600-1700	**927.0**	**936.0**	**1055.0**	**1048.0**	**1038.0**	**867.0**	750.0	**1000.8**	**945.9**
1700-1800	818.0	920.0	924.0	986.0	1035.0	728.0	765.0	936.6	882.3
1800-1900	547.0	520.0	556.0	620.0	803.0	616.0	546.0	609.2	601.1
1900-2000	399.0	358.0	416.0	421.0	617.0	489.0	363.0	442.2	437.6
2000-2100	262.0	247.0	310.0	359.0	521.0	358.0	290.0	339.8	335.3
2100-2200	173.0	220.0	205.0	289.0	428.0	253.0	175.0	263.0	249.0
2200-2300	116.0	121.0	137.0	172.0	266.0	188.0	128.0	162.4	161.1
2300-2400	63.0	69.0	85.0	115.0	132.0	99.0	77.0	92.8	91.4
Totals									
0700-1900	8386.0	8399.0	8949.0	8887.0	9103.0	7613.0	8214.0	8744.8	8507.3
0600-2200	9627.0	9643.0	10300.0	10357.0	11049.0	8838.0	9154.0	10195.2	9852.6
0600-0000	9806.0	9833.0	10522.0	10644.0	11447.0	9125.0	9359.0	10450.4	10105.1
0000-0000	10241.0	10237.0	10936.0	11043.0	11769.0	9369.0	9563.0	10845.2	10451.1
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	771.0	763.0	805.0	751.0	730.0	667.0	740.0		
PM Peak	1600	1600	1600	1600	1600	1600	1400		
	927.0	936.0	1055.0	1048.0	1038.0	867.0	782.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-207 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, approximately 500 ft south of Augusta Savage Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	7:49 Tuesday, January 31, 2023 => 22:35 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07NY32 South 2235.EC1 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 42474 / 78063 (54.41%)

Speed Statistics

SpeedStat-207
Site: 122-249.1.2NS
Description: **NY-32, approximately 500 ft south of Augusta Savage Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 42474
Posted speed limit = 35 mph, Exceeding = 27321 (64.32%), Mean Exceeding = 39.63 mph
Maximum = 97.7 mph, **Minimum** = 6.4 mph, **Mean** = 36.4 mph
85% Speed = 41.58 mph, **95% Speed** = 44.65 mph, **Median** = 36.74 mph
12 mph Pace = 31 - 43, **Number in Pace** = 32362 (76.19%)
Variance = 32.87, **Standard Deviation** = 5.73 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	42474	100.0%	0.00	0.00	0.00
6 - **12**	94	0.2%	94	0.2%	42380	99.8%	0.00	0.00	0.00
12 - **19**	299	0.7%	393	0.9%	42081	99.1%	0.00	0.00	0.00
19 - **25**	1129	2.7%	1522	3.6%	40952	96.4%	0.00	0.00	0.00
25 - **31**	4519	10.6%	6041	14.2%	36433	85.8%	0.00	0.00	0.00
31 - **37**	16795	39.5%	22836	53.8%	19638	46.2%	0.00	0.00	0.00
37 - **43**	16176	38.1%	39012	91.8%	3462	8.2%	0.00	0.00	0.00
43 - **50**	3163	7.4%	42175	99.3%	299	0.7%	0.00	0.00	0.00
50 - **56**	270	0.6%	42445	99.9%	29	0.1%	0.00	0.00	0.00
56 - **62**	22	0.1%	42467	100.0%	7	0.0%	0.00	0.00	0.00
62 - **68**	4	0.0%	42471	100.0%	3	0.0%	0.00	0.00	0.00
68 - **75**	1	0.0%	42472	100.0%	2	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	42472	100.0%	2	0.0%	0.00	0.00	0.00
81 - **87**	1	0.0%	42473	100.0%	1	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	42473	100.0%	1	0.0%	0.00	0.00	0.00
93 - **99**	1	0.0%	42474	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	42474	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	42474	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	42474	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	42474	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	35 (PSL)	15153	35.7%	27321	64.3%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-208 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, approximately 500 ft south of Augusta Savage Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	7:49 Tuesday, January 31, 2023 => 22:35 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07NY32 South 2235.EC1 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 30684 / 78063 (39.31%)

Speed Statistics

SpeedStat-208
Site: 122-249.1.2NS
Description: **NY-32, approximately 500 ft south of Augusta Savage Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 30684
Posted speed limit = 35 mph, Exceeding = 18844 (61.41%), Mean Exceeding = 39.30 mph
Maximum = 97.7 mph, **Minimum** = 9.6 mph, **Mean** = 36.3 mph
85% Speed = 40.96 mph, **95% Speed** = 44.26 mph, **Median** = 36.18 mph
12 mph Pace = 31 - 43, **Number in Pace** = 24509 (79.88%)
Variance = 24.90, **Standard Deviation** = 4.99 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	30684	100.0%	0.00	0.00	0.00
6 - **12**	6	0.0%	6	0.0%	30678	100.0%	0.00	0.00	0.00
12 - **19**	66	0.2%	72	0.2%	30612	99.8%	0.00	0.00	0.00
19 - **25**	407	1.3%	479	1.6%	30205	98.4%	0.00	0.00	0.00
25 - **31**	3364	11.0%	3843	12.5%	26841	87.5%	0.00	0.00	0.00
31 - **37**	14137	46.1%	17980	58.6%	12704	41.4%	0.00	0.00	0.00
37 - **43**	10580	34.5%	28560	93.1%	2124	6.9%	0.00	0.00	0.00
43 - **50**	1952	6.4%	30512	99.4%	172	0.6%	0.00	0.00	0.00
50 - **56**	157	0.5%	30669	100.0%	15	0.0%	0.00	0.00	0.00
56 - **62**	12	0.0%	30681	100.0%	3	0.0%	0.00	0.00	0.00
62 - **68**	0	0.0%	30681	100.0%	3	0.0%	0.00	0.00	0.00
68 - **75**	0	0.0%	30681	100.0%	3	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	30681	100.0%	3	0.0%	0.00	0.00	0.00
81 - **87**	2	0.0%	30683	100.0%	1	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	30683	100.0%	1	0.0%	0.00	0.00	0.00
93 - **99**	1	0.0%	30684	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	30684	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	30684	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	30684	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	30684	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	35 (PSL)	11840	38.6%	18844	61.4%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-206 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, approximately 500 ft south of Augusta Savage Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	7:49 Tuesday, January 31, 2023 => 22:35 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07NY32 South 2235.EC1 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 73158 / 78063 (93.72%)

Speed Statistics

SpeedStat-206
Site: 122-249.1.2NS
Description: **NY-32, approximately 500 ft south of Augusta Savage Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 73158
Posted speed limit = 35 mph, Exceeding = 46165 (63.10%), Mean Exceeding = 39.50 mph
Maximum = 97.7 mph, **Minimum** = 6.4 mph, **Mean** = 36.4 mph
85% Speed = 41.29 mph, **95% Speed** = 44.52 mph, **Median** = 36.41 mph
12 mph Pace = 31 - 43, **Number in Pace** = 56827 (77.68%)
Variance = 29.53, **Standard Deviation** = 5.43 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	73158	100.0%	0.00	0.00	0.00
6 - **12**	100	0.1%	100	0.1%	73058	99.9%	0.00	0.00	0.00
12 - **19**	365	0.5%	465	0.6%	72693	99.4%	0.00	0.00	0.00
19 - **25**	1536	2.1%	2001	2.7%	71157	97.3%	0.00	0.00	0.00
25 - **31**	7883	10.8%	9884	13.5%	63274	86.5%	0.00	0.00	0.00
31 - **37**	30932	42.3%	40816	55.8%	32342	44.2%	0.00	0.00	0.00
37 - **43**	26756	36.6%	67572	92.4%	5586	7.6%	0.00	0.00	0.00
43 - **50**	5115	7.0%	72687	99.4%	471	0.6%	0.00	0.00	0.00
50 - **56**	427	0.6%	73114	99.9%	44	0.1%	0.00	0.00	0.00
56 - **62**	34	0.0%	73148	100.0%	10	0.0%	0.00	0.00	0.00
62 - **68**	4	0.0%	73152	100.0%	6	0.0%	0.00	0.00	0.00
68 - **75**	1	0.0%	73153	100.0%	5	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	73153	100.0%	5	0.0%	0.00	0.00	0.00
81 - **87**	3	0.0%	73156	100.0%	2	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	73156	100.0%	2	0.0%	0.00	0.00	0.00
93 - **99**	2	0.0%	73158	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	73158	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	73158	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	73158	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	73158	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	35 (PSL)	26993	36.9%	46165	63.1%

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-214 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, Approximately 350 ft south of Mower Hill Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	7:45 Tuesday, January 31, 2023 => 22:41 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07 NY 32 North2241.EC2 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 34742 / 75682 (45.91%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-214
Site: 122-249.2.3NS
Description: **NY-32, Approximately 350 ft south of Mower Hill Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	29.0	26.0	20.0	22.0	31.0	40.0	37.0	25.6	29.3
0100-0200	9.0	10.0	12.0	10.0	12.0	26.0	18.0	10.6	13.9
0200-0300	9.0	9.0	8.0	4.0	5.0	7.0	9.0	7.0	7.3
0300-0400	11.0	9.0	7.0	12.0	14.0	9.0	4.0	10.6	9.4
0400-0500	27.0	23.0	32.0	25.0	15.0	11.0	9.0	24.4	20.3
0500-0600	65.0	69.0	65.0	72.0	42.0	23.0	13.0	62.6	49.9
0600-0700	113.0	111.0	115.0	104.0	102.0	37.0	51.0	109.0	90.4
0700-0800	220.0	219.0	265.0	230.0	194.0	162.0	306.0	225.6	228.0
0800-0900	273.0	270.0	**327.0**	289.0	248.0	264.0	**486.0**	281.4	**308.1**
0900-1000	**281.0**	**272.0**	275.0	**320.0**	273.0	284.0	436.0	**284.2**	305.9
1000-1100	266.0	228.0	260.0	245.0	296.0	**332.0**	385.0	259.0	287.4
1100-1200	270.0	241.0	289.0	278.0	**310.0**	303.0	336.0	277.6	289.6
1200-1300	277.0	337.0	297.0	312.0	338.0	351.0	**324.0**	312.2	319.4
1300-1400	289.0	269.0	272.0	326.0	335.0	311.0	315.0	298.2	302.4
1400-1500	304.0	310.0	305.0	342.0	358.0	318.0	282.0	323.8	317.0
1500-1600	421.0	431.0	434.0	437.0	541.0	369.0	290.0	452.8	417.6
1600-1700	438.0	464.0	**555.0**	516.0	574.0	**413.0**	302.0	509.4	**466.0**
1700-1800	**449.0**	**486.0**	477.0	**553.0**	**614.0**	368.0	288.0	**515.8**	462.1
1800-1900	290.0	286.0	303.0	332.0	506.0	328.0	248.0	343.4	327.6
1900-2000	189.0	191.0	220.0	244.0	418.0	232.0	162.0	252.4	236.6
2000-2100	159.0	141.0	178.0	214.0	361.0	174.0	125.0	210.6	193.1
2100-2200	97.0	124.0	130.0	172.0	301.0	119.0	81.0	164.8	146.3
2200-2300	55.0	62.0	76.0	114.0	148.0	79.0	67.0	91.0	85.9
2300-2400	33.0	42.0	39.0	69.0	76.0	58.0	31.0	51.8	49.7
Totals									
0700-1900	3778.0	3813.0	4059.0	4180.0	4587.0	3803.0	3998.0	4083.4	4031.1
0600-2200	4336.0	4380.0	4702.0	4914.0	5769.0	4365.0	4417.0	4820.2	4697.6
0600-0000	4424.0	4484.0	4817.0	5097.0	5993.0	4502.0	4515.0	4963.0	4833.1
0000-0000	4574.0	4630.0	4961.0	5242.0	6112.0	4618.0	4605.0	5103.8	4963.1
AM Peak	0900	0900	0800	0900	1100	1000	0800		
	281.0	272.0	327.0	320.0	310.0	332.0	486.0		
PM Peak	1700	1700	1600	1700	1700	1600	1200		
	449.0	486.0	555.0	553.0	614.0	413.0	324.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-215 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, Approximately 350 ft south of Mower Hill Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	7:45 Tuesday, January 31, 2023 => 22:41 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07 NY 32 North2241.EC2 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 36083 / 75682 (47.68%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-215
Site: 122-249.2.3NS
Description: **NY-32, Approximately 350 ft south of Mower Hill Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	10.0	12.0	13.0	13.0	10.0	16.0	19.0	11.6	13.3
0100-0200	4.0	9.0	3.0	2.0	10.0	8.0	8.0	5.6	6.3
0200-0300	14.0	6.0	13.0	9.0	3.0	5.0	5.0	9.0	7.9
0300-0400	23.0	32.0	29.0	27.0	28.0	16.0	15.0	27.8	24.3
0400-0500	53.0	43.0	38.0	41.0	28.0	18.0	17.0	40.6	34.0
0500-0600	161.0	144.0	159.0	148.0	124.0	37.0	26.0	147.2	114.1
0600-0700	273.0	273.0	304.0	275.0	263.0	82.0	50.0	277.6	217.1
0700-0800	**435.0**	418.0	436.0	406.0	351.0	96.0	85.0	409.2	318.1
0800-0900	388.0	**425.0**	**481.0**	**421.0**	**396.0**	207.0	160.0	**422.2**	**354.0**
0900-1000	315.0	277.0	403.0	331.0	263.0	242.0	339.0	317.8	310.0
1000-1100	293.0	287.0	418.0	291.0	306.0	295.0	531.0	319.0	345.9
1100-1200	287.0	266.0	420.0	296.0	267.0	**307.0**	**603.0**	307.2	349.4
1200-1300	337.0	298.0	357.0	313.0	294.0	305.0	583.0	319.8	355.3
1300-1400	341.0	311.0	354.0	323.0	282.0	303.0	541.0	322.2	350.7
1400-1500	359.0	348.0	350.0	386.0	290.0	330.0	693.0	346.6	393.7
1500-1600	396.0	379.0	377.0	354.0	337.0	409.0	728.0	368.6	425.7
1600-1700	**404.0**	**410.0**	**462.0**	**472.0**	**379.0**	**512.0**	**867.0**	**425.4**	**500.9**
1700-1800	322.0	320.0	325.0	320.0	285.0	443.0	826.0	314.4	405.9
1800-1900	198.0	199.0	194.0	195.0	216.0	281.0	320.0	200.4	229.0
1900-2000	115.0	111.0	130.0	118.0	124.0	250.0	220.0	119.6	152.6
2000-2100	90.0	62.0	84.0	96.0	95.0	175.0	154.0	85.4	108.0
2100-2200	61.0	70.0	58.0	93.0	79.0	84.0	65.0	72.2	72.9
2200-2300	31.0	33.0	33.0	36.0	61.0	60.0	42.0	38.8	42.3
2300-2400	16.0	24.0	15.0	31.0	22.0	32.0	24.0	21.6	23.4
Totals									
0700-1900	4075.0	3938.0	4577.0	4108.0	3666.0	3730.0	6276.0	4072.8	4338.6
0600-2200	4614.0	4454.0	5153.0	4690.0	4227.0	4321.0	6765.0	4627.6	4889.1
0600-0000	4661.0	4511.0	5201.0	4757.0	4310.0	4413.0	6831.0	4688.0	4954.9
0000-0000	4926.0	4757.0	5456.0	4997.0	4513.0	4513.0	6921.0	4929.8	5154.7
AM Peak	0700	0800	0800	0800	0800	1100	1100		
	435.0	425.0	481.0	421.0	396.0	307.0	603.0		
PM Peak	1600	1600	1600	1600	1600	1600	1600		
	404.0	410.0	462.0	472.0	379.0	512.0	867.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-213 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, Approximately 350 ft south of Mower Hill Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	7:45 Tuesday, January 31, 2023 => 22:41 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07 NY 32 North2241.EC2 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 70825 / 75682 (93.58%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-213
Site: 122-249.2.3NS
Description: **NY-32, Approximately 350 ft south of Mower Hill Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	39.0	38.0	33.0	35.0	41.0	56.0	56.0	37.2	42.6
0100-0200	13.0	19.0	15.0	12.0	22.0	34.0	26.0	16.2	20.1
0200-0300	23.0	15.0	21.0	13.0	8.0	12.0	14.0	16.0	15.1
0300-0400	34.0	41.0	36.0	39.0	42.0	25.0	19.0	38.4	33.7
0400-0500	80.0	66.0	70.0	66.0	43.0	29.0	26.0	65.0	54.3
0500-0600	226.0	213.0	224.0	220.0	166.0	60.0	39.0	209.8	164.0
0600-0700	386.0	384.0	419.0	379.0	365.0	119.0	101.0	386.6	307.6
0700-0800	655.0	637.0	701.0	636.0	545.0	258.0	391.0	634.8	546.1
0800-0900	**661.0**	**695.0**	**808.0**	**710.0**	**644.0**	471.0	646.0	**703.6**	**662.1**
0900-1000	596.0	549.0	678.0	651.0	536.0	526.0	775.0	602.0	615.9
1000-1100	559.0	515.0	678.0	536.0	602.0	**627.0**	916.0	578.0	633.3
1100-1200	557.0	507.0	709.0	574.0	577.0	610.0	**939.0**	584.8	639.0
1200-1300	614.0	635.0	654.0	625.0	632.0	656.0	907.0	632.0	674.7
1300-1400	630.0	580.0	626.0	649.0	617.0	614.0	856.0	620.4	653.1
1400-1500	663.0	658.0	655.0	728.0	648.0	648.0	975.0	670.4	710.7
1500-1600	817.0	810.0	811.0	791.0	878.0	778.0	1018.0	821.4	843.3
1600-1700	**842.0**	**874.0**	**1017.0**	**988.0**	**953.0**	**925.0**	**1169.0**	**934.8**	**966.9**
1700-1800	771.0	806.0	802.0	873.0	899.0	811.0	1114.0	830.2	868.0
1800-1900	488.0	485.0	497.0	527.0	722.0	609.0	568.0	543.8	556.6
1900-2000	304.0	302.0	350.0	362.0	542.0	482.0	382.0	372.0	389.1
2000-2100	249.0	203.0	262.0	310.0	456.0	349.0	279.0	296.0	301.1
2100-2200	158.0	194.0	188.0	265.0	380.0	203.0	146.0	237.0	219.1
2200-2300	86.0	95.0	109.0	150.0	209.0	139.0	109.0	129.8	128.1
2300-2400	49.0	66.0	54.0	100.0	98.0	90.0	55.0	73.4	73.1
Totals									
0700-1900	7853.0	7751.0	8636.0	8288.0	8253.0	7533.0	10274.0	8156.2	8369.7
0600-2200	8950.0	8834.0	9855.0	9604.0	9996.0	8686.0	11182.0	9447.8	9586.7
0600-0000	9085.0	8995.0	10018.0	9854.0	10303.0	8915.0	11346.0	9651.0	9788.0
0000-0000	9500.0	9387.0	10417.0	10239.0	10625.0	9131.0	11526.0	10033.6	10117.9
AM Peak	0800	0800	0800	0800	0800	1000	1100		
	661.0	695.0	808.0	710.0	644.0	627.0	939.0		
PM Peak	1600	1600	1600	1600	1600	1600	1600		
	842.0	874.0	1017.0	988.0	953.0	925.0	1169.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-211 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, Approximately 350 ft south of Mower Hill Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	7:45 Tuesday, January 31, 2023 => 22:41 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07 NY 32 North2241.EC2 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 34742 / 75682 (45.91%)

Speed Statistics

SpeedStat-211
Site: 122-249.2.3NS
Description: **NY-32, Approximately 350 ft south of Mower Hill Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 34742
Posted speed limit = 55 mph, Exceeding = 4883 (14.06%), Mean Exceeding = 57.59 mph
Maximum = 88.6 mph, **Minimum** = 8.4 mph, **Mean** = 49.4 mph
85% Speed = 54.64 mph, **95% Speed** = 57.70 mph, **Median** = 49.49 mph
12 mph Pace = 44 - 56, **Number in Pace** = 26283 (75.65%)
Variance = 32.94, **Standard Deviation** = 5.74 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	34742	100.0%	0.00	0.00	0.00
6 - **12**	9	0.0%	9	0.0%	34733	100.0%	0.00	0.00	0.00
12 - **19**	51	0.1%	60	0.2%	34682	99.8%	0.00	0.00	0.00
19 - **25**	68	0.2%	128	0.4%	34614	99.6%	0.00	0.00	0.00
25 - **31**	175	0.5%	303	0.9%	34439	99.1%	0.00	0.00	0.00
31 - **37**	570	1.6%	873	2.5%	33869	97.5%	0.00	0.00	0.00
37 - **43**	3470	10.0%	4343	12.5%	30399	87.5%	0.00	0.00	0.00
43 - **50**	13178	37.9%	17521	50.4%	17221	49.6%	0.00	0.00	0.00
50 - **56**	13643	39.3%	31164	89.7%	3578	10.3%	0.00	0.00	0.00
56 - **62**	3317	9.5%	34481	99.2%	261	0.8%	0.00	0.00	0.00
62 - **68**	237	0.7%	34718	99.9%	24	0.1%	0.00	0.00	0.00
68 - **75**	19	0.1%	34737	100.0%	5	0.0%	0.00	0.00	0.00
75 - **81**	2	0.0%	34739	100.0%	3	0.0%	0.00	0.00	0.00
81 - **87**	1	0.0%	34740	100.0%	2	0.0%	0.00	0.00	0.00
87 - **93**	2	0.0%	34742	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	34742	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	34742	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	34742	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	34742	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	34742	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	55 (PSL)	29859	85.9%	4883	14.1%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-212 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, Approximately 350 ft south of Mower Hill Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	7:45 Tuesday, January 31, 2023 => 22:41 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07 NY 32 North2241.EC2 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 36083 / 75682 (47.68%)

Speed Statistics

SpeedStat-212
Site: 122-249.2.3NS
Description: **NY-32, Approximately 350 ft south of Mower Hill Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 36083
Posted speed limit = 55 mph, Exceeding = 18768 (52.01%), Mean Exceeding = 59.45 mph
Maximum = 89.2 mph, **Minimum** = 7.0 mph, **Mean** = 54.9 mph
85% Speed = 60.78 mph, **95% Speed** = 64.07 mph, **Median** = 55.14 mph
12 mph Pace = 50 - 62, **Number in Pace** = 25979 (72.00%)
Variance = 41.57, **Standard Deviation** = 6.45 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	36083	100.0%	0.00	0.00	0.00
6 - **12**	34	0.1%	34	0.1%	36049	99.9%	0.00	0.00	0.00
12 - **19**	56	0.2%	90	0.2%	35993	99.8%	0.00	0.00	0.00
19 - **25**	59	0.2%	149	0.4%	35934	99.6%	0.00	0.00	0.00
25 - **31**	70	0.2%	219	0.6%	35864	99.4%	0.00	0.00	0.00
31 - **37**	220	0.6%	439	1.2%	35644	98.8%	0.00	0.00	0.00
37 - **43**	909	2.5%	1348	3.7%	34735	96.3%	0.00	0.00	0.00
43 - **50**	4520	12.5%	5868	16.3%	30215	83.7%	0.00	0.00	0.00
50 - **56**	13860	38.4%	19728	54.7%	16355	45.3%	0.00	0.00	0.00
56 - **62**	12692	35.2%	32420	89.8%	3663	10.2%	0.00	0.00	0.00
62 - **68**	3324	9.2%	35744	99.1%	339	0.9%	0.00	0.00	0.00
68 - **75**	295	0.8%	36039	99.9%	44	0.1%	0.00	0.00	0.00
75 - **81**	33	0.1%	36072	100.0%	11	0.0%	0.00	0.00	0.00
81 - **87**	10	0.0%	36082	100.0%	1	0.0%	0.00	0.00	0.00
87 - **93**	1	0.0%	36083	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	36083	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	36083	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	36083	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	36083	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	36083	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	55 (PSL)	17315	48.0%	18768	52.0%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-210 -- English (ENU)

Datasets:

Site:	**[122-249] NY-32, Approximately 350 ft south of Mower Hill Rd**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	7:45 Tuesday, January 31, 2023 => 22:41 Tuesday, February 7, 2023,
Zone:	
File:	122-249 0 2023-02-07 NY 32 North2241.EC2 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 70825 / 75682 (93.58%)

Speed Statistics

SpeedStat-210
Site: 122-249.2.3NS
Description: **NY-32, Approximately 350 ft south of Mower Hill Rd**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 70825
Posted speed limit = 55 mph, Exceeding = 23651 (33.39%), Mean Exceeding = 59.07 mph
Maximum = 89.2 mph, **Minimum** = 7.0 mph, **Mean** = 52.2 mph
85% Speed = 58.51 mph, **95% Speed** = 62.38 mph, **Median** = 52.23 mph
12 mph Pace = 47 - 59, **Number in Pace** = 47642 (67.27%)
Variance = 45.05, **Standard Deviation** = 6.71 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	70825	100.0%	0.00	0.00	0.00
6 - **12**	43	0.1%	43	0.1%	70782	99.9%	0.00	0.00	0.00
12 - **19**	107	0.2%	150	0.2%	70675	99.8%	0.00	0.00	0.00
19 - **25**	127	0.2%	277	0.4%	70548	99.6%	0.00	0.00	0.00
25 - **31**	245	0.3%	522	0.7%	70303	99.3%	0.00	0.00	0.00
31 - **37**	790	1.1%	1312	1.9%	69513	98.1%	0.00	0.00	0.00
37 - **43**	4379	6.2%	5691	8.0%	65134	92.0%	0.00	0.00	0.00
43 - **50**	17698	25.0%	23389	33.0%	47436	67.0%	0.00	0.00	0.00
50 - **56**	27503	38.8%	50892	71.9%	19933	28.1%	0.00	0.00	0.00
56 - **62**	16009	22.6%	66901	94.5%	3924	5.5%	0.00	0.00	0.00
62 - **68**	3561	5.0%	70462	99.5%	363	0.5%	0.00	0.00	0.00
68 - **75**	314	0.4%	70776	99.9%	49	0.1%	0.00	0.00	0.00
75 - **81**	35	0.0%	70811	100.0%	14	0.0%	0.00	0.00	0.00
81 - **87**	11	0.0%	70822	100.0%	3	0.0%	0.00	0.00	0.00
87 - **93**	3	0.0%	70825	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	70825	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	70825	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	70825	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	70825	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	70825	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	55 (PSL)	47174	66.6%	23651	33.4%

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-226 -- English (ENU)

Datasets:

Site:	**[122-249] Rail Road Road**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:24 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0825.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 4235 / 6798 (62.30%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-226
Site: 122-249.1.2NS
Description: **Rail Road Road**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	0.0	1.0	1.0	1.0	1.0	3.0	0.6	1.0
0100-0200	0.0	1.0	1.0	2.0	0.0	1.0	0.0	0.8	0.7
0200-0300	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.2	0.4
0300-0400	1.0	1.0	0.0	1.0	0.0	0.0	2.0	0.6	0.7
0400-0500	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
0500-0600	1.0	3.0	5.0	3.0	1.0	1.0	0.0	2.6	2.0
0600-0700	18.0	19.0	22.0	17.0	20.0	7.0	2.0	19.2	15.0
0700-0800	**49.0**	**59.0**	58.0	**49.0**	**60.0**	14.0	14.0	**55.0**	**43.3**
0800-0900	43.0	50.0	**63.0**	48.0	52.0	17.0	20.0	51.2	41.9
0900-1000	46.0	40.0	33.0	40.0	39.0	23.0	22.0	39.6	34.7
1000-1100	31.0	25.0	34.0	28.0	34.0	30.0	**35.0**	30.4	31.0
1100-1200	35.0	39.0	38.0	43.0	41.0	**41.0**	32.0	39.2	38.4
1200-1300	54.0	32.0	48.0	54.0	47.0	35.0	40.0	47.0	44.3
1300-1400	35.0	26.0	40.0	25.0	52.0	**42.0**	**42.0**	35.6	37.4
1400-1500	38.0	40.0	61.0	60.0	62.0	41.0	35.0	52.2	48.1
1500-1600	54.0	76.0	**194.0**	72.0	**84.0**	35.0	32.0	**96.0**	**78.1**
1600-1700	**75.0**	**78.0**	169.0	**88.0**	69.0	34.0	27.0	95.8	77.1
1700-1800	50.0	51.0	74.0	57.0	51.0	17.0	27.0	56.6	46.7
1800-1900	23.0	27.0	35.0	25.0	36.0	20.0	15.0	29.2	25.9
1900-2000	16.0	17.0	20.0	11.0	15.0	12.0	17.0	15.8	15.4
2000-2100	7.0	13.0	11.0	9.0	9.0	12.0	13.0	9.8	10.6
2100-2200	8.0	8.0	14.0	7.0	11.0	6.0	2.0	9.6	8.0
2200-2300	3.0	1.0	1.0	3.0	2.0	3.0	0.0	2.0	1.9
2300-2400	1.0	1.0	1.0	3.0	1.0	5.0	3.0	1.4	2.1
Totals									
0700-1900	533.0	543.0	847.0	589.0	627.0	349.0	341.0	627.8	547.0
0600-2200	582.0	600.0	914.0	633.0	682.0	386.0	375.0	682.2	596.0
0600-0000	586.0	602.0	916.0	639.0	685.0	394.0	378.0	685.6	600.0
0000-0000	589.0	607.0	923.0	647.0	687.0	398.0	384.0	690.6	605.0
AM Peak	0700	0700	0800	0700	0700	1100	1000		
	49.0	59.0	63.0	49.0	60.0	41.0	35.0		
PM Peak	1600	1600	1500	1600	1500	1300	1300		
	75.0	78.0	194.0	88.0	84.0	42.0	42.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-227 -- English (ENU)

Datasets:

Site:	**[122-249] Rail Road Road**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:24 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0825.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2151 / 6798 (31.64%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-227
Site: 122-249.1.2NS
Description: **Rail Road Road**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.2	0.3
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0200-0300	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.2	0.3
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	1.0	1.0	1.0	1.0	2.0	1.0	0.0	1.2	1.0
0500-0600	3.0	2.0	4.0	3.0	2.0	0.0	0.0	2.8	2.0
0600-0700	6.0	7.0	11.0	10.0	9.0	3.0	0.0	8.6	6.6
0700-0800	19.0	**25.0**	19.0	15.0	**23.0**	5.0	2.0	20.2	15.4
0800-0900	19.0	22.0	**26.0**	**23.0**	20.0	7.0	7.0	**22.0**	**17.7**
0900-1000	17.0	19.0	14.0	18.0	17.0	8.0	9.0	17.0	14.6
1000-1100	**20.0**	11.0	12.0	9.0	14.0	**18.0**	8.0	13.2	13.1
1100-1200	11.0	16.0	12.0	17.0	15.0	9.0	**26.0**	14.2	15.1
1200-1300	25.0	16.0	26.0	24.0	17.0	23.0	**23.0**	21.6	22.0
1300-1400	29.0	19.0	27.0	29.0	19.0	10.0	18.0	24.6	21.6
1400-1500	23.0	21.0	34.0	27.0	28.0	14.0	22.0	26.6	24.1
1500-1600	**29.0**	**25.0**	**88.0**	25.0	27.0	38.0	16.0	**38.8**	35.4
1600-1700	24.0	15.0	64.0	23.0	**28.0**	**119.0**	12.0	30.8	**40.7**
1700-1800	17.0	22.0	33.0	**34.0**	20.0	62.0	13.0	25.2	28.7
1800-1900	7.0	9.0	16.0	10.0	9.0	55.0	7.0	10.2	16.1
1900-2000	10.0	14.0	16.0	12.0	6.0	20.0	10.0	11.6	12.6
2000-2100	12.0	7.0	5.0	7.0	6.0	25.0	11.0	7.4	10.4
2100-2200	4.0	4.0	4.0	9.0	7.0	5.0	1.0	5.6	4.9
2200-2300	2.0	2.0	2.0	4.0	4.0	5.0	2.0	2.8	3.0
2300-2400	2.0	2.0	2.0	0.0	1.0	1.0	3.0	1.4	1.6
Totals									
0700-1900	240.0	220.0	371.0	254.0	237.0	368.0	163.0	264.4	264.7
0600-2200	272.0	252.0	407.0	292.0	265.0	421.0	185.0	297.6	299.1
0600-0000	276.0	256.0	411.0	296.0	270.0	427.0	190.0	301.8	303.7
0000-0000	280.0	259.0	418.0	300.0	274.0	428.0	192.0	306.2	307.3
AM Peak	1000	0700	0800	0800	0700	1000	1100		
	20.0	25.0	26.0	23.0	23.0	18.0	26.0		
PM Peak	1500	1500	1500	1700	1600	1600	1200		
	29.0	25.0	88.0	34.0	28.0	119.0	23.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-225 -- English (ENU)

Datasets:

Site:	**[122-249] Rail Road Road**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:24 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0825.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 6386 / 6798 (93.94%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-225
Site: 122-249.1.2NS
Description: **Rail Road Road**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	0.0	2.0	1.0	1.0	1.0	4.0	0.8	1.3
0100-0200	0.0	1.0	1.0	2.0	0.0	1.0	0.0	0.8	0.7
0200-0300	0.0	0.0	1.0	1.0	0.0	1.0	2.0	0.4	0.7
0300-0400	1.0	1.0	0.0	1.0	0.0	0.0	2.0	0.6	0.7
0400-0500	2.0	1.0	1.0	1.0	2.0	1.0	0.0	1.4	1.1
0500-0600	4.0	5.0	9.0	6.0	3.0	1.0	0.0	5.4	4.0
0600-0700	24.0	26.0	33.0	27.0	29.0	10.0	2.0	27.8	21.6
0700-0800	**68.0**	**84.0**	77.0	64.0	**83.0**	19.0	16.0	**75.2**	58.7
0800-0900	62.0	72.0	**89.0**	**71.0**	72.0	24.0	27.0	73.2	**59.6**
0900-1000	63.0	59.0	47.0	58.0	56.0	31.0	31.0	56.6	49.3
1000-1100	51.0	36.0	46.0	37.0	48.0	48.0	43.0	43.6	44.1
1100-1200	46.0	55.0	50.0	60.0	56.0	**50.0**	**58.0**	53.4	53.6
1200-1300	79.0	48.0	74.0	78.0	64.0	58.0	**63.0**	68.6	66.3
1300-1400	64.0	45.0	67.0	54.0	71.0	52.0	60.0	60.2	59.0
1400-1500	61.0	61.0	95.0	87.0	90.0	55.0	57.0	78.8	72.3
1500-1600	83.0	**101.0**	**282.0**	97.0	**111.0**	73.0	48.0	**134.8**	113.6
1600-1700	**99.0**	93.0	233.0	**111.0**	97.0	**153.0**	39.0	126.6	**117.9**
1700-1800	67.0	73.0	107.0	91.0	71.0	79.0	40.0	81.8	75.4
1800-1900	30.0	36.0	51.0	35.0	45.0	75.0	22.0	39.4	42.0
1900-2000	26.0	31.0	36.0	23.0	21.0	32.0	27.0	27.4	28.0
2000-2100	19.0	20.0	16.0	16.0	15.0	37.0	24.0	17.2	21.0
2100-2200	12.0	12.0	18.0	16.0	18.0	11.0	3.0	15.2	12.9
2200-2300	5.0	3.0	3.0	7.0	6.0	8.0	2.0	4.8	4.9
2300-2400	3.0	3.0	3.0	3.0	2.0	6.0	6.0	2.8	3.7
Totals									
0700-1900	773.0	763.0	1218.0	843.0	864.0	717.0	504.0	892.2	811.7
0600-2200	854.0	852.0	1321.0	925.0	947.0	807.0	560.0	979.8	895.1
0600-0000	862.0	858.0	1327.0	935.0	955.0	821.0	568.0	987.4	903.7
0000-0000	869.0	866.0	1341.0	947.0	961.0	826.0	576.0	996.8	912.3
AM Peak	0700	0700	0800	0800	0700	1100	1100		
	68.0	84.0	89.0	71.0	83.0	50.0	58.0		
PM Peak	1600	1500	1500	1600	1500	1600	1200		
	99.0	101.0	282.0	111.0	111.0	153.0	63.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-223 -- English (ENU)

Datasets:

Site:	**[122-249] Rail Road Road**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:24 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0825.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 4235 / 6798 (62.30%)

Speed Statistics

SpeedStat-223
Site: 122-249.1.2NS
Description: **Rail Road Road**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Northbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 4235
Posted speed limit = 35 mph, Exceeding = 657 (15.51%), Mean Exceeding = 37.64 mph
Maximum = 49.5 mph, **Minimum** = 6.5 mph, **Mean** = 30.2 mph
85% Speed = 34.96 mph, **95% Speed** = 37.83 mph, **Median** = 30.42 mph
12 mph Pace = 25 - 37, **Number in Pace** = 3416 (80.66%)
Variance = 28.46, **Standard Deviation** = 5.33 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	4235	100.0%	0.00	0.00	0.00
6 - **12**	41	1.0%	41	1.0%	4194	99.0%	0.00	0.00	0.00
12 - **19**	87	2.1%	128	3.0%	4107	97.0%	0.00	0.00	0.00
19 - **25**	358	8.5%	486	11.5%	3749	88.5%	0.00	0.00	0.00
25 - **31**	1829	43.2%	2315	54.7%	1920	45.3%	0.00	0.00	0.00
31 - **37**	1644	38.8%	3959	93.5%	276	6.5%	0.00	0.00	0.00
37 - **43**	253	6.0%	4212	99.5%	23	0.5%	0.00	0.00	0.00
43 - **50**	23	0.5%	4235	100.0%	0	0.0%	0.00	0.00	0.00
50 - **56**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
56 - **62**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
62 - **68**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
68 - **75**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
81 - **87**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	4235	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	35 (PSL)	3578	84.5%	657	15.5%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-224 -- English (ENU)

Datasets:

Site:	**[122-249] Rail Road Road**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:24 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0825.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2151 / 6798 (31.64%)

Speed Statistics

SpeedStat-224
Site: 122-249.1.2NS
Description: **Rail Road Road**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Southbound) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 2151
Posted speed limit = 37 mph, Exceeding = 113 (5.25%), Mean Exceeding = 39.17 mph
Maximum = 48.6 mph, **Minimum** = 6.8 mph, **Mean** = 29.2 mph
85% Speed = 34.14 mph, **95% Speed** = 37.07 mph, **Median** = 29.53 mph
12 mph Pace = 23 - 36, **Number in Pace** = 1698 (78.94%)
Variance = 29.97, **Standard Deviation** = 5.47 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	2151	100.0%	0.00	0.00	0.00
6 - **12**	21	1.0%	21	1.0%	2130	99.0%	0.00	0.00	0.00
12 - **19**	79	3.7%	100	4.6%	2051	95.4%	0.00	0.00	0.00
19 - **25**	281	13.1%	381	17.7%	1770	82.3%	0.00	0.00	0.00
25 - **31**	937	43.6%	1318	61.3%	833	38.7%	0.00	0.00	0.00
31 - **37**	729	33.9%	2047	95.2%	104	4.8%	0.00	0.00	0.00
37 - **43**	100	4.6%	2147	99.8%	4	0.2%	0.00	0.00	0.00
43 - **50**	4	0.2%	2151	100.0%	0	0.0%	0.00	0.00	0.00
50 - **56**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
56 - **62**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
62 - **68**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
68 - **75**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
81 - **87**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	2151	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	37 (PSL)	2038	94.7%	113	5.3%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-222 -- English (ENU)

Datasets:

Site:	**[122-249] Rail Road Road**
Attribute:	Winston Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	17:44 Monday, January 30, 2023 => 8:24 Thursday, February 9, 2023,
Zone:	
File:	122-249 0 2023-02-09 0825.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023 (7)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 6386 / 6798 (93.94%)

Speed Statistics

SpeedStat-222
Site: 122-249.1.2NS
Description: **Rail Road Road**
Filter time: **12:00 Tuesday, January 31, 2023 => 12:00 Tuesday, February 7, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(Combined) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 6386
Posted speed limit = 35 mph, Exceeding = 908 (14.22%), Mean Exceeding = 37.56 mph
Maximum = 49.5 mph, **Minimum** = 6.5 mph, **Mean** = 29.9 mph
85% Speed = 34.78 mph, **95% Speed** = 37.65 mph, **Median** = 30.14 mph
12 mph Pace = 25 - 37, **Number in Pace** = 5060 (79.24%)
Variance = 29.20, **Standard Deviation** = 5.40 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **6**	0	0.0%	0	0.0%	6386	100.0%	0.00	0.00	0.00
6 - **12**	62	1.0%	62	1.0%	6324	99.0%	0.00	0.00	0.00
12 - **19**	166	2.6%	228	3.6%	6158	96.4%	0.00	0.00	0.00
19 - **25**	639	10.0%	867	13.6%	5519	86.4%	0.00	0.00	0.00
25 - **31**	2766	43.3%	3633	56.9%	2753	43.1%	0.00	0.00	0.00
31 - **37**	2373	37.2%	6006	94.0%	380	6.0%	0.00	0.00	0.00
37 - **43**	353	5.5%	6359	99.6%	27	0.4%	0.00	0.00	0.00
43 - **50**	27	0.4%	6386	100.0%	0	0.0%	0.00	0.00	0.00
50 - **56**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
56 - **62**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
62 - **68**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
68 - **75**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
75 - **81**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
81 - **87**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
87 - **93**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
93 - **99**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
99 - **106**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
106 - **112**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
112 - **118**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00
118 - **124**	0	0.0%	6386	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	35 (PSL)	5478	85.8%	908	14.2%

ATTACHMENT D: NYSDOT ATR DATA

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **SR32**
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 14
DATE OF COUNT: 04/04/2011
NOTES LANE 1: WEEK 15 NB

COUNT TAKEN BY: ORG CODE: TST INITIALS: BJF

FROM: **END 212 OLAP** TO: **ACC RT 87I SB**
REC. SERIAL #: 0049 FUNC. CLASS: 06
PLACEMENT: 249FT S OF AUGUSTS SAVAGE RD NHS: no
@ REF MARKER: 32 86023120 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-temp
PROCESSED BY: ORG CODE: DOT INITIALS: jh

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																		**537**	**444**	**294**	**209**	**157**	**108**	**59**			
5	T	**50**	**23**	**9**	**22**	**36**	**72**	**201**	**331**	**376**	**280**	**287**	**265**	**310**	**314**	**374**	**478**	**570**	**642**	**473**	**307**	**229**	**193**	**117**	**71**	6030	642	17
6	W	**37**	**18**	**14**	**19**	**44**	**75**	**207**	**389**	**422**	**351**	**324**	**379**	**376**	**400**	**461**	**554**	**561**	**666**	**524**	**400**	**263**	**254**	**151**	**91**	6980	666	17
7	T	**54**	**19**	**21**	**21**	**50**	**78**	**226**	**423**	**438**	**398**	**340**	**355**	**395**	**395**	**495**	**606**	**649**	**732**	**465**	**358**	**289**	**238**	**144**	**97**	7286	732	17
8	F	**46**	**31**	**24**	**18**	**34**	**90**	**215**	**442**	**429**	**332**	**311**	**331**	**383**	**387**	**469**	**567**	**667**	**731**	**619**	**440**	**380**	**334**	**272**	**144**	7696	731	17
9	S	**85**	**61**	**25**	**20**	**18**	**37**	**84**	**198**	**351**	**441**	**452**	**507**	**447**	**487**	**428**	**515**	**487**	**447**	**426**	**374**	**307**	**258**	**194**	**124**	6773	515	15
10	S	**80**	**38**	**28**	**16**	**15**	**31**	**77**	**106**	**197**	**313**	**308**	**338**	**404**	**386**	**401**	**411**	**423**	**358**	**352**	**289**	**233**	**163**	**86**	**62**	5115	423	16
11	M	**22**	**24**	**19**	**20**	**66**	**95**	**222**	**407**	**371**																		
12	T																											
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14	T																											
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24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

																									ADT
45	**22**	**16**	**19**	**39**	**76**	**206**	**383**	**392**	**327**	**304**	**319**	**346**	**356**	**426**	**525**	**570**	**620**	**458**	**327**	**239**	**202**	**125**	**77**	**6419**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	160	5	94	620	10%	0.962	0.953

ESTIMATED (one way)

AADT
6736

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **SR32**
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 14
DATE OF COUNT: 04/04/2011
NOTES LANE 1: WEEK 15 SB

COUNT TAKEN BY: ORG CODE: TST INITIALS: BJF

FROM: **END 212 OLAP**
REC. SERIAL #: 0087
PLACEMENT: 249FT S OF AUGUSTA SAVAGE RD
@ REF MARKER: 32 86023120
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **ACC RT 87I SB**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-temp

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																		**341**	**278**	**182**	**106**	**90**	**52**	**49**			
5	T	**19**	**27**	**10**	**24**	**42**	**76**	**273**	**369**	**408**	**316**	**251**	**266**	**295**	**327**	**272**	**346**	**337**	**376**	**271**	**193**	**137**	**127**	**74**	**41**	4877	408	8
6	W	**31**	**7**	**10**	**20**	**36**	**89**	**291**	**401**	**393**	**302**	**285**	**258**	**311**	**329**	**316**	**373**	**385**	**385**	**308**	**181**	**182**	**140**	**89**	**49**	5171	401	7
7	T	**25**	**19**	**11**	**17**	**40**	**71**	**271**	**384**	**460**	**323**	**287**	**272**	**327**	**308**	**307**	**356**	**400**	**369**	**333**	**189**	**173**	**110**	**91**	**62**	5205	460	8
8	F	**40**	**15**	**13**	**12**	**32**	**71**	**278**	**407**	**372**	**305**	**296**	**300**	**317**	**320**	**321**	**394**	**427**	**470**	**385**	**225**	**173**	**151**	**110**	**100**	5534	470	17
9	S	**62**	**17**	**19**	**14**	**27**	**51**	**103**	**154**	**239**	**305**	**372**	**390**	**414**	**377**	**347**	**354**	**313**	**376**	**359**	**260**	**173**	**156**	**145**	**79**	5106	414	12
10	S	**49**	**33**	**16**	**11**	**12**	**37**	**65**	**94**	**169**	**247**	**306**	**341**	**382**	**369**	**358**	**319**	**356**	**301**	**251**	**188**	**157**	**92**	**59**	**43**	4255	382	12
11	M	**13**	**5**	**7**	**22**	**43**	**76**	**267**	**401**	**391**																		
12	T																											
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26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

																									ADT
28	**16**	**11**	**17**	**37**	**74**	**266**	**377**	**390**	**300**	**269**	**264**	**299**	**309**	**287**	**344**	**360**	**354**	**287**	**179**	**144**	**113**	**73**	**48**	**4846**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	160	5	94	390	8%	0.962	0.953

ESTIMATED (one way)

AADT
5085

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 40
DATE OF COUNT: 10/03/2017
NOTES LANE 0: NB travel lanes

FROM: **END NY 32/NY 212 OLAP/BEFORE** TO: **I-87 SB RAMPS**
REC. SERIAL #: CE96 FUNC. CLASS: 16
PLACEMENT: 565' N OF RT 212 NHS: no
@ REF MARKER: JURIS: City
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08V40aTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 2014073

COUNT TAKEN BY: ORG CODE: TST INITIALS: jtb
PROCESSED BY: ORG CODE: DOT INITIALS: AJK

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T												**381**	**370**	**381**	**505**	**614**	**725**	**656**	**464**	**339**	**243**	**172**	**114**	**73**			
4	W	**35**	**17**	**22**	**20**	**53**	**124**	**262**	**409**	**380**	**358**	**339**	**355**	**386**	**465**	**514**	**556**	**699**	**659**	**516**	**368**	**268**	**166**	**128**	**71**	7170	699	16
5	T	**50**	**18**	**30**	**24**	**36**	**130**	**239**	**423**	**392**	**367**	**339**	**391**	**410**														
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
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15	S																											
16	M																											
17	T																											
18	W																											
19	T																											
20	F																											
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AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
42	**18**	**26**	**22**	**44**	**126**	**248**	**412**	**383**	**359**	**336**	**373**	**385**	**419**	**505**	**580**	**706**	**652**	**486**	**351**	**254**	**167**	**120**	**71**	**7085**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	50	3	50	706	10%	0.991	1.035

ESTIMATED

AADT

6845

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 40
DATE OF COUNT: 10/03/2017
NOTES LANE 1: SB travel lane

FROM: **END NY 32/NY 212 OLAP/BEFORE** TO: **I-87 SB RAMPS**
REC. SERIAL #: AQ24 FUNC. CLASS: 16
PLACEMENT: 565' N OF RT 212 NHS: no
@ REF MARKER: JURIS: City
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08V40aTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 2014073

COUNT TAKEN BY: ORG CODE: TST INITIALS: jtb
PROCESSED BY: ORG CODE: DOT INITIALS: AJK

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T												**290**	**323**	**340**	**371**	**382**	**435**	**438**	**303**	**187**	**138**	**100**	**76**	**40**			
4	W	**31**	**13**	**12**	**22**	**41**	**130**	**267**	**445**	**419**	**325**	**274**	**352**	**300**	**312**	**346**	**426**	**450**	**444**	**319**	**203**	**163**	**102**	**86**	**45**	5527	450	16
5	T	**31**	**18**	**21**	**18**	**41**	**120**	**261**	**412**	**382**	**346**	**285**	**280**	**331**														
6	F																											
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30	M																											
31	T																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
31	**16**	**16**	**20**	**41**	**124**	**262**	**424**	**396**	**333**	**277**	**304**	**315**	**323**	**355**	**400**	**438**	**437**	**308**	**193**	**149**	**100**	**80**	**42**	**5384**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	50	3	50	438	8%	0.991	1.035

ESTIMATED

AADT

5202

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32**
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 21
DATE OF COUNT: 05/19/2008
NOTES LANE 1: Week 21-Nb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **END 212 OLAP**
REC. SERIAL #: 3810
PLACEMENT: 600' N of Rte 212
@ REF MARKER: 32 86023120
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **ACC RT 87I SB**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08Cww21

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
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11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M															407	584	605	659	423	340	295	191	119	78			
20	T	**53**	**30**	**29**	**26**	**43**	**114**	**249**	**392**	**341**	**328**	**306**	**292**	**366**	**356**	**439**	**547**	**648**	**606**	**439**	**332**	**255**	**211**	**122**	**93**	6617	648	16
21	W	**42**	**31**	**18**	**27**	**39**	**99**	**222**	**397**	**348**	**343**	**303**	**326**	**386**	**365**	**452**	**592**	**656**	**668**	**504**	**365**	**324**	**216**	**135**	**84**	6942	668	17
22	T	**51**	**39**	**26**	**24**	**43**	**98**	**238**	**387**	**348**	**352**	**352**	**354**	**399**	**442**													
23	F																											
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AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																									ADT
47	**32**	**23**	**25**	**40**	**99**	**226**	**375**	**331**	**326**	**306**	**310**	**367**	**371**	**414**	**549**	**608**	**616**	**435**	**331**	**278**	**197**	**119**	**81**	**6506**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	616	9%	0.956	1.041

ESTIMATED (one way)

AADT
6250

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32**
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 21
DATE OF COUNT: 05/19/2008
NOTES LANE 1: Week 21-Sb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **END 212 OLAP**
REC. SERIAL #: 3810
PLACEMENT: 600' N of Rte 212
@ REF MARKER: 32 86023120
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **ACC RT 87I SB**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08Cww21

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
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11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M															**320**	**369**	**403**	**403**	**278**	**188**	**153**	**94**	**72**	**49**			
20	T	**35**	**23**	**27**	**32**	**31**	**143**	**338**	**447**	**423**	**296**	**267**	**262**	**329**	**286**	**313**	**344**	**400**	**380**	**281**	**185**	**150**	**114**	**82**	**62**	5250	447	7
21	W	**32**	**20**	**18**	**35**	**48**	**148**	**348**	**459**	**388**	**313**	**274**	**283**	**333**	**294**	**337**	**384**	**398**	**437**	**303**	**212**	**166**	**116**	**84**	**56**	5486	459	7
22	T	**32**	**18**	**27**	**34**	**30**	**156**	**350**	**430**	**411**	**352**	**353**	**340**	**326**	**326**													
23	F																											
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30	F																											
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AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																									ADT
32	**19**	**23**	**33**	**34**	**142**	**330**	**425**	**389**	**306**	**285**	**282**	**315**	**289**	**309**	**350**	**382**	**389**	**274**	**186**	**149**	**103**	**76**	**54**	5176

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	425	8%	0.956	1.041

ESTIMATED (one way)

AADT
4972

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 20
DATE OF COUNT: 05/14/2019
NOTES LANE 1: EB Travel Lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

FROM: **I-87 NB UNDER**
REC. SERIAL #: CM69
PLACEMENT: 75' E OF CHURCHLAND LN
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: SJK

TO: **END NY 32/NY 212 OLAP/BEFORE**
FUNC. CLASS: 16
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C20bTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN: 1022350
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
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9	T																											
10	F																											
11	S																											
12	S																											
13	M																											
14	T									**564**	**477**	**420**	**418**	**469**	**435**	**506**	**576**	**577**	**520**	**403**	**256**	**197**	**115**	**64**	**49**			
15	W	**26**	**16**	**11**	**26**	**43**	**152**	**359**	**638**	**644**	**488**	**447**	**468**	**526**	**464**	**493**	**560**	**585**	**562**	**425**	**319**	**215**	**146**	**91**	**51**	7755	644	8
16	T	**31**	**7**	**14**	**16**	**59**	**150**	**338**	**652**	**622**	**484**	**438**	**481**	**526**	**499**	**515**	**581**	**630**	**624**	**433**	**323**	**258**	**177**	**120**	**54**	8032	652	7
17	F	**25**	**22**	**11**	**16**	**42**	**144**	**332**	**579**	**649**	**535**																	
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30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
27	**15**	**12**	**19**	**48**	**149**	**343**	**623**	**620**	**496**	**435**	**456**	**507**	**466**	**505**	**572**	**597**	**569**	**420**	**299**	**223**	**146**	**92**	**51**	**7690**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	74	4	74	623	8%	1.000	1.052

ESTIMATED

AADT
7310

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 20
DATE OF COUNT: 05/14/2019
NOTES LANE 1: WB Passing Lane
NOTES LANE 2: WB Travel Lane
COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

FROM: **I-87 NB UNDER**
REC. SERIAL #: JV42
PLACEMENT: 75' E OF CHURCHLAND LN
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: SJK

TO: **END NY 32/NY 212 OLAP/BEFORE**
FUNC. CLASS: 16
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C20bTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN: 1022350
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
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11	S																											
12	S																											
13	M																											
14	T									**451**	**462**	**432**	**443**	**525**	**529**	**609**	**767**	**846**	**847**	**581**	**449**	**360**	**256**	**143**	**87**			
15	W	**42**	**26**	**15**	**24**	**35**	**94**	**268**	**432**	**547**	**494**	**419**	**464**	**552**	**557**	**647**	**791**	**929**	**829**	**590**	**466**	**425**	**284**	**191**	**99**	9220	929	16
16	T	**58**	**30**	**14**	**21**	**37**	**91**	**260**	**412**	**491**	**411**	**464**	**526**	**610**	**609**	**688**	**760**	**956**	**868**	**577**	**492**	**450**	**387**	**246**	**104**	9562	956	16
17	F	**56**	**29**	**23**	**16**	**30**	**72**	**242**	**413**	**478**	**513**																	
18	S																											
19	S																											
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29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
52	**28**	**17**	**20**	**34**	**86**	**257**	**419**	**492**	**470**	**438**	**478**	**562**	**565**	**648**	**773**	**910**	**848**	**583**	**469**	**412**	**309**	**193**	**97**	**9160**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	74	4	74	910	10%	1.000	1.052

ESTIMATED

AADT
8707

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32/212**
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 21
DATE OF COUNT: 05/19/2008
NOTES LANE 0: Week 21-Nb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **ACC RT 87I NB**
REC. SERIAL #: 8403
PLACEMENT: 350' N of Thruway Access
@ REF MARKER: 32 86023118
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **END 212 OLAP**
FUNC. CLASS: 17
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08Cww21

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
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12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M													**546**	**670**	**788**	**896**	**929**	**672**	**496**	**455**	**295**	**181**	**100**				
20	T	**62**	**28**	**30**	**29**	**43**	**90**	**242**	**483**	**443**	**450**	**411**	**470**	**571**	**525**	**660**	**785**	**940**	**906**	**650**	**530**	**449**	**325**	**186**	**128**	9436	940	16
21	W	**48**	**34**	**29**	**34**	**42**	**80**	**236**	**455**	**458**	**463**	**441**	**446**	**565**	**557**	**726**	**790**	**918**	**933**	**698**	**578**	**499**	**353**	**198**	**113**	9694	933	17
22	T	**58**	**46**	**33**	**21**	**39**	**81**	**221**	**430**	**451**	**504**	**492**	**522**	**572**	**628**													
23	F																											
24	S																											
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26	M																											
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29	T																											
30	F																											
31	S																											

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

																									ADT
55	**35**	**31**	**28**	**40**	**83**	**230**	**450**	**445**	**465**	**442**	**472**	**561**	**556**	**675**	**777**	**905**	**910**	**664**	**528**	**461**	**319**	**185**	**112**	**9429**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	73	4	73	910	10%	0.986	1.041

ESTIMATED (one way)

AADT
9058

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32/212**
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 21
DATE OF COUNT: 05/19/2008
NOTES LANE 1: Week 21-Sb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **ACC RT 87I NB**
REC. SERIAL #: 9016
PLACEMENT: 350' N of Thruway Access
@ REF MARKER: 32 86023118
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **END 212 OLAP**
FUNC. CLASS: 17
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08Cww21

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M													**450**	**496**	**568**	**560**	**599**	**415**	**276**	**242**	**150**	**91**	**59**				
20	T	**38**	**25**	**29**	**35**	**40**	**174**	**429**	**709**	**650**	**470**	**415**	**449**	**540**	**475**	**464**	**538**	**588**	**602**	**467**	**305**	**230**	**165**	**116**	**60**	8013	709	7
21	W	**37**	**16**	**30**	**45**	**51**	**172**	**431**	**688**	**652**	**476**	**410**	**463**	**500**	**440**	**529**	**575**	**626**	**609**	**487**	**304**	**273**	**164**	**100**	**66**	8144	688	7
22	T	**32**	**20**	**32**	**31**	**48**	**181**	**425**	**615**	**624**	**533**	**537**	**547**	**536**	**526**													
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

																									ADT
35	**20**	**30**	**36**	**45**	**174**	**422**	**662**	**633**	**486**	**448**	**479**	**518**	**466**	**489**	**552**	**583**	**595**	**450**	**291**	**245**	**158**	**101**	**61**	**7979**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	73	4	73	662	8%	0.986	1.041

ESTIMATED (one way)

AADT
7665

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **SR32**
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 14
DATE OF COUNT: 04/04/2011
NOTES LANE 0: WEEK 15 NB

COUNT TAKEN BY: ORG CODE: TST INITIALS: BJF

FROM: **ACC RT 87I NB** TO: **END 212 OLAP**
REC. SERIAL #: 0077 FUNC. CLASS: 17
PLACEMENT: 309FT N OF SAUGERTIES MAN RD NHS: no
@ REF MARKER: 32 86023117 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-temp
PROCESSED BY: ORG CODE: DOT INITIALS: jh

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																		**1205**	**946**	**600**	**466**	**338**	**218**	**112**			
5	T	**77**	**42**	**17**	**20**	**52**	**91**	**255**	**479**	**589**	**603**	**518**	**576**	**675**	**687**	**857**	**1008**	**1158**	**1311**	**941**	**669**	**469**	**397**	**262**	**131**	11884	1311	17
6	W	**58**	**32**	**30**	**16**	**53**	**75**	**273**	**516**	**648**	**613**	**544**	**639**	**757**	**746**	**860**	**990**	**1130**	**1255**	**1082**	**774**	**585**	**448**	**276**	**144**	12544	1255	17
7	T	**84**	**39**	**39**	**13**	**46**	**78**	**280**	**512**	**623**	**613**	**587**	**600**	**726**	**761**	**923**	**1081**	**1186**	**1348**	**961**	**760**	**632**	**487**	**291**	**195**	12865	1348	17
8	F	**82**	**46**	**44**	**11**	**40**	**89**	**251**	**555**	**606**	**668**	**622**	**673**	**798**	**838**	**1011**	**1113**	**1362**	**1438**	**1221**	**926**	**783**	**684**	**500**	**296**	14657	1438	17
9	S	**152**	**108**	**49**	**32**	**32**	**48**	**124**	**319**	**548**	**753**	**827**	**982**	**885**	**959**	**898**	**979**	**945**	**861**	**783**	**745**	**606**	**509**	**397**	**211**	12752	982	11
10	S	**137**	**75**	**47**	**18**	**26**	**39**	**96**	**181**	**346**	**470**	**576**	**631**	**788**	**761**	**710**	**792**	**784**	**654**	**637**	**610**	**444**	**295**	**160**	**113**	9390	792	15
11	M	**50**	**34**	**27**	**22**	**66**	**88**	**274**	**537**																			
12	T																											
13	W																											
14	T																											
15	F																											
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23	S																											
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25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
74	**40**	**32**	**15**	**47**	**82**	**264**	**514**	**609**	**617**	**561**	**615**	**710**	**722**	**869**	**1014**	**1144**	**1265**	**970**	**693**	**532**	**413**	**259**	**144**	**12205**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	159	5	93	1265	10%	0.988	0.953

ESTIMATED (one way)

AADT
12807

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **SR32**
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 14
DATE OF COUNT: 04/04/2011
NOTES LANE 1: WEEK 15 SB

COUNT TAKEN BY: ORG CODE: TST INITIALS: BJF

FROM: **ACC RT 87I NB** TO: **END 212 OLAP**
REC. SERIAL #: 0085 FUNC. CLASS: 17
PLACEMENT: 309FT N OF SAUGERTIES MAN RD NHS: no
@ REF MARKER: 32 86023117 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-temp
PROCESSED BY: ORG CODE: DOT INITIALS: jh

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																		**532**	**438**	**255**	**151**	**123**	**80**	**49**			
5	T	**22**	**30**	**9**	**29**	**55**	**97**	**353**	**634**	**625**	**501**	**440**	**414**	**470**	**473**	**418**	**534**	**505**	**524**	**367**	**288**	**200**	**147**	**98**	**44**	7277	634	7
6	W	**31**	**16**	**14**	**23**	**52**	**97**	**376**	**620**	**613**	**540**	**424**	**464**	**513**	**497**	**486**	**540**	**567**	**564**	**447**	**283**	**207**	**161**	**124**	**46**	7705	620	7
7	T	**22**	**20**	**13**	**21**	**55**	**106**	**345**	**637**	**692**	**543**	**453**	**473**	**503**	**501**	**485**	**571**	**598**	**565**	**497**	**309**	**223**	**157**	**107**	**62**	7958	692	8
8	F	**30**	**17**	**15**	**19**	**50**	**85**	**343**	**627**	**601**	**498**	**496**	**497**	**524**	**519**	**496**	**614**	**682**	**694**	**521**	**346**	**252**	**210**	**162**	**106**	8404	694	17
9	S	**66**	**29**	**24**	**23**	**31**	**60**	**146**	**213**	**355**	**517**	**560**	**687**	**614**	**584**	**534**	**496**	**471**	**538**	**545**	**410**	**272**	**225**	**182**	**100**	7682	687	11
10	S	**75**	**42**	**22**	**11**	**13**	**41**	**97**	**138**	**269**	**394**	**474**	**520**	**551**	**523**	**478**	**433**	**500**	**423**	**374**	**303**	**226**	**134**	**86**	**54**	6181	551	12
11	M	**26**	**11**	**14**	**21**	**48**	**99**	**337**	**654**																			
12	T																											
13	W																											
14	T																											
15	F																											
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17	S																											
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19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

																									ADT
26	**21**	**13**	**23**	**52**	**95**	**347**	**626**	**625**	**514**	**448**	**456**	**489**	**484**	**457**	**541**	**550**	**539**	**432**	**281**	**193**	**145**	**101**	**49**	**7507**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	159	5	93	626	8%	0.988	0.953

ESTIMATED (one way)

AADT
7877

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32/212**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 21
DATE OF COUNT: 05/19/2008
NOTES LANE 1: Week 21-Nb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **END 9W OLAP START 212 OLAP S** TO: **ACC RT 87I NB**
REC. SERIAL #: 9023 FUNC. CLASS: 17
PLACEMENT: 950' N of North St NHS: no
@ REF MARKER: 32 86023112 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: R08-R08Cww21
PROCESSED BY: ORG CODE: DOT INITIALS: jh

COUNTY: **Ulster**
VILLAGE: **SAUGERTIES**
BIN: 1022350
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M													415	545	543	561	555	473	367	363	170	101	36				
20	T	**24**	**15**	**13**	**23**	**36**	**75**	**214**	**432**	**392**	**373**	**356**	**424**	**472**	**424**	**502**	**595**	**608**	**522**	**436**	**369**	**337**	**188**	**100**	**62**	6992	608	16
21	W	**16**	**23**	**15**	**22**	**29**	**88**	**199**	**435**	**414**	**391**	**381**	**356**	**523**	**448**	**577**	**568**	**586**	**547**	**478**	**398**	**367**	**215**	**121**	**51**	7248	586	16
22	T	**28**	**17**	**15**	**12**	**32**	**90**	**206**	**374**	**418**	**360**	**459**	**452**	**471**														
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

																									ADT
23	**18**	**14**	**19**	**32**	**83**	**203**	**408**	**402**	**370**	**393**	**405**	**482**	**423**	**533**	**561**	**577**	**533**	**456**	**373**	**351**	**188**	**106**	**49**	**7002**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	577	8%	0.986	1.080

ESTIMATED (one way)

AADT
6483

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32/212**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 21
DATE OF COUNT: 05/19/2008
NOTES LANE 1: Week 21-Sb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **END 9W OLAP START 212 OLAP S** TO: **ACC RT 87I NB**
REC. SERIAL #: 9023 FUNC. CLASS: 17
PLACEMENT: 950' N of North St NHS: no
@ REF MARKER: 32 86023112 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: R08-R08Cww21
PROCESSED BY: ORG CODE: DOT INITIALS: jh

COUNTY: **Ulster**
VILLAGE: **SAUGERTIES**
BIN: 1022350
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M													**404**	**450**	**534**	**611**	**725**	**454**	**321**	**248**	**144**	**108**	**44**				
20	T	**34**	**18**	**14**	**18**	**20**	**70**	**186**	**438**	**439**	**418**	**332**	**410**	**462**	**452**	**448**	**530**	**642**	**636**	**456**	**340**	**218**	**159**	**108**	**54**	6902	642	16
21	W	**33**	**12**	**13**	**14**	**18**	**62**	**160**	**437**	**428**	**398**	**335**	**412**	**464**	**462**	**518**	**579**	**585**	**617**	**504**	**343**	**245**	**175**	**110**	**53**	6977	617	17
22	T	**32**	**22**	**18**	**13**	**20**	**87**	**175**	**331**	**430**	**427**	**450**	**461**	**448**														
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

																									ADT
33	**17**	**15**	**15**	**19**	**72**	**172**	**396**	**426**	**408**	**367**	**422**	**452**	**433**	**465**	**540**	**604**	**650**	**464**	**330**	**234**	**157**	**107**	**49**	**6847**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	650	9%	0.986	1.080

ESTIMATED (one way)

AADT
6340

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 17
DATE OF COUNT: 04/27/2011
NOTES LANE 1: WK 18 NB

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

FROM: **END 9W OLAP START 212 OLAP S**
REC. SERIAL #: 0026
PLACEMENT: 968 FT E OF RAILROAD AVE
@ REF MARKER: 32 86022109
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **ACC RT 87I NB**
FUNC. CLASS: 17
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R08CWW17aVol

COUNTY: **Ulster**
VILLAGE: **SAUGERTIES**
LION#:
BIN: 1022350
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	AM 12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	PM 12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
27	W															**476**	**499**	**513**	**539**	**452**	**375**	**281**	**193**	**100**	**55**			
28	T	**21**	**19**	**6**	**10**	**17**	**69**	**214**	**396**	**341**	**334**	**334**	**357**	**412**	**449**	**489**	**528**	**560**	**522**	**406**	**291**	**229**	**217**	**122**	**52**	6395	560	16
29	F	**28**	**16**	**6**	**14**	**18**	**62**	**212**	**382**	**396**	**386**	**356**	**399**	**449**	**516**	**600**	**574**	**575**	**579**	**518**	**431**	**317**	**266**	**180**	**85**	7365	600	14
30	S	**56**	**35**	**26**	**8**	**10**	**32**	**101**	**144**	**281**	**370**	**474**	**567**	**507**	**493**	**496**	**530**	**529**	**467**	**404**	**314**	**301**	**213**	**140**	**89**	6587	567	11
1	S	**65**	**40**	**23**	**16**	**11**	**29**	**72**	**96**	**204**	**311**	**375**	**407**	**514**	**406**	**477**	**468**	**511**	**409**	**336**	**315**	**237**	**146**	**74**	**35**	5577	514	12
2	M	**30**	**9**	**13**	**5**	**26**	**68**	**195**	**362**	**390**	**383**	**342**	**379**	**484**	**398**	**538**	**510**	**540**	**535**	**400**	**358**	**278**	**171**	**80**	**40**	6534	540	16
3	T	**24**	**14**	**7**	**10**	**23**	**67**	**202**	**390**	**370**	**339**	**387**	**420**	**485**	**427**	**580**	**538**	**500**	**530**	**363**	**353**	**304**	**181**	**88**	**34**	6636	580	14
4	W	**31**	**15**	**5**	**8**	**26**	**60**	**200**	**358**	**389**	**333**	**314**																

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

																								ADT
26	**16**	**6**	**10**	**21**	**63**	**203**	**373**	**372**	**351**	**343**	**384**	**454**	**420**	**515**	**513**	**522**	**526**	**400**	**340**	**270**	**188**	**97**	**44**	**6457**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	165	5	99	526	8%	0.988	1.056

ESTIMATED (one way)

AADT
6115

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 17
DATE OF COUNT: 04/27/2011
NOTES LANE 1: WK 18 SB

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

FROM: **END 9W OLAP START 212 OLAP S** TO: **ACC RT 87I NB**
REC. SERIAL #: 0026 FUNC. CLASS: 17
PLACEMENT: 968 FT E OF RAILROAD AVE NHS: no
@ REF MARKER: 32 86022109 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08CWW17aVol
PROCESSED BY: ORG CODE: DOT INITIALS: jh

COUNTY: **Ulster**
VILLAGE: **SAUGERTIES**
LION#:
BIN: 1022350
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
27	W															**406**	**533**	**613**	**617**	**435**	**328**	**215**	**152**	**92**	**55**			
28	T	**25**	**17**	**9**	**10**	**18**	**55**	**148**	**398**	**428**	**334**	**351**	**369**	**417**	**412**	**418**	**506**	**595**	**596**	**359**	**315**	**189**	**150**	**87**	**58**	6264	596	17
29	F	**25**	**10**	**16**	**9**	**18**	**51**	**175**	**447**	**418**	**384**	**391**	**397**	**476**	**471**	**508**	**573**	**623**	**634**	**529**	**395**	**229**	**180**	**164**	**99**	7222	634	17
30	S	**54**	**43**	**17**	**12**	**11**	**39**	**120**	**194**	**325**	**456**	**495**	**547**	**524**	**497**	**481**	**468**	**428**	**423**	**437**	**328**	**292**	**184**	**159**	**91**	6625	547	11
1	S	**54**	**29**	**32**	**14**	**11**	**24**	**74**	**145**	**260**	**374**	**374**	**434**	**484**	**471**	**415**	**420**	**440**	**372**	**369**	**286**	**225**	**127**	**88**	**39**	5561	484	12
2	M	**27**	**17**	**13**	**8**	**15**	**46**	**135**	**382**	**395**	**390**	**387**	**391**	**432**	**428**	**430**	**530**	**602**	**604**	**435**	**272**	**184**	**109**	**84**	**38**	6354	604	17
3	T	**25**	**6**	**13**	**9**	**20**	**52**	**138**	**415**	**423**	**394**	**378**	**385**	**461**	**417**	**479**	**518**	**577**	**622**	**399**	**321**	**219**	**128**	**83**	**43**	6525	622	17
4	W	**18**	**10**	**14**	**4**	**19**	**46**	**144**	**418**	**421**	**360**	**343**																

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

																									ADT
23	**11**	**13**	**8**	**19**	**50**	**146**	**407**	**412**	**368**	**366**	**381**	**432**	**414**	**428**	**516**	**590**	**603**	**402**	**305**	**200**	**133**	**85**	**47**	**6359**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	165	5	99	603	9%	0.988	1.056

ESTIMATED (one way)

AADT
6022

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 43
DATE OF COUNT: 10/22/2014
NOTES LANE 1: NB travel lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

FROM: **END US 9W/NY 32 OLAP/JOHN ST** TO: **I-87 NB UNDER**
REC. SERIAL #: CM42
PLACEMENT: 650' S of RR Avenue
@ REF MARKER: 32 86023113
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

FUNC. CLASS: 16
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R8WW43b(2)

COUNTY: **Ulster**
VILLAGE:
LION#:
BIN: 1022350
RR CROSSING: 842677P
HPMS SAMPLE: 2014072

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F																											
11	S																											
12	S																											
13	M																											
14	T																											
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W									363	360	368	368	427	457	470	531	501	530	463	326	200	147	91	41			
23	T	23	12	5	8	25	73	171	374	366	360	338	410	468	458	514	539	507	500	429	316	302	215	123	46	6582	539	15
24	F	30	15	10	12	22	60	200	372	354	396	389	403	485	478	550	565	606	603	535	337	348	304	162	108	7344	606	16
25	S	46	18	11	7	19	48	88	144	265	400	484	563	588	595	531	562	576	538	386	311	296	259	224	165	7124	595	13
26	S	94	62	28	12	20	26	47	99	190	348	432	491	538	442	513	524	476	450	302	279	177	116	84	43	5793	538	12
27	M	23	11	7	14	24	74	199	380	350	338	371	376	446	432	474	489	524	514	401	269	186	129	95	44	6170	524	16
28	T	18	11	9	10	25	77	212	389	349	334	353	366	415	394	461	522	502	507	408	289	212	143	58	46	6110	522	15
29	W	20	13	6	10	23	67	197	357	358	363	302	347	424	424	530	586	523	511	388	311	240	197	100	53	6350	586	15
30	T	24	8	12	10	23	65	180	355	339	364	330	392	454	420	526	519	507	535	395	276	249	175	111	58	6327	535	17
31	F	22	13	8	9	23	77	201	379	358	369	384	407	535	467													

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
23	12	8	10	24	70	194	372	355	360	354	384	439	431	496	531	511	516	414	298	232	168	96	48	6346

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
10	222	7	154	531	8%	1.000	1.057

ESTIMATED

AADT

6004

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 7 WK OF YR: 43
DATE OF COUNT: 10/22/2014
NOTES LANE 1: SB travel lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: BEK

FROM: **END US 9W/NY 32 OLAP/JOHN ST** TO: **I-87 NB UNDER**
REC. SERIAL #: CM42 FUNC. CLASS: 16
PLACEMENT: 650' S of RR Avenue NHS: no
@ REF MARKER: 32 86023113 JURIS: City
ADDL DATA: Class Speed CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R8WW43b(2)

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

COUNTY: **Ulster**
VILLAGE:
LION#:
BIN: 1022350
RR CROSSING: 842677P
HPMS SAMPLE: 2014072

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F																											
11	S																											
12	S																											
13	M																											
14	T																											
15	W																											
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W									400	404	355	367	466	403	448	539	553	563	428	308	192	121	79	43			
23	T	24	12	2	12	11	35	153	347	396	423	378	429	439	390	434	532	608	604	462	271	211	123	86	55	6437	608	16
24	F	32	20	8	16	24	47	137	413	396	411	386	432	476	483	473	561	744	629	584	350	250	166	140	95	7273	744	16
25	S	58	23	16	12	13	38	93	198	373	443	560	619	607	538	616	515	492	515	467	394	250	196	159	111	7306	619	11
26	S	61	40	14	7	8	22	98	134	245	406	444	513	509	483	475	460	462	396	336	206	192	122	62	36	5731	513	11
27	M	29	5	8	7	12	43	137	369	362	365	352	400	411	446	411	506	550	523	405	257	146	114	93	50	6001	550	16
28	T	23	18	4	5	19	55	146	352	388	378	347	372	398	374	405	590	567	536	377	267	189	101	75	48	6034	590	15
29	W	24	15	4	9	11	48	119	371	382	379	321	379	419	451	437	545	547	547	408	306	205	104	87	41	6159	547	16
30	T	29	14	5	12	12	54	134	373	397	355	352	400	410	441	387	500	599	573	360	257	191	123	104	45	6127	599	16
31	F	43	15	13	11	12	43	155	381	375	421	395	437	478	473													
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																												**ADT**
		29	**16**	**6**	**11**	**15**	**47**	**140**	**372**	**387**	**392**	**361**	**402**	**424**	**418**	**420**	**535**	**571**	**558**	**407**	**278**	**189**	**114**	**87**	**47**	**6226**		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
10	222	7	154	571	9%	1.000	1.057

ESTIMATED

AADT
5890

STATION: **860055**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 13
DATE OF COUNT: 03/26/2018
NOTES LANE 1: EB travel Lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: jtb

FROM: **END US 9W/NY 32 OLAP/JOHN ST** TO: **I-87 NB UNDER**
REC. SERIAL #: CE50 FUNC. CLASS: 16
PLACEMENT: 375' E OF RAILROAD AVE NHS: no
@ REF MARKER: JURIS: City
ADDL DATA: Class Speed CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C13aTST5195
PROCESSED BY: ORG CODE: DOT INITIALS: AJK

COUNTY: **Ulster**
VILLAGE:
LION#:
BIN: 1022350
RR CROSSING: 842677P
HPMS SAMPLE: 2014072

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
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12	M																											
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14	W																											
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16	F																											
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18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M									296	354	340	386	455	424	460	541	486	537	403	295	175	114	82	39			
27	T	20	11	5	12	9	54	115	229	326	373	394	418	456	432	428	449	499	512	356	237	177	117	71	34	5734	512	17
28	W	26	7	6	12	14	60	107	225	306	370	346	403	440	453	422	465	480	532	377	227	210	133	95	44	5760	532	17
29	T	35	20	11	11	14	45	105	209	316																		
30	F																											
31	S																											

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

																								ADT
27	13	7	12	12	53	109	221	311	366	360	402	450	436	437	485	488	527	379	253	187	121	83	39	5778

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	73	4	73	527	9%	1.000	1.009

ESTIMATED

AADT
5726

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 7 WK OF YR: 13
DATE OF COUNT: 03/26/2018
NOTES LANE 1: WB travel Lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: jtb

FROM: **END US 9W/NY 32 OLAP/JOHN ST** TO: **I-87 NB UNDER**
REC. SERIAL #: CE50 FUNC. CLASS: 16
PLACEMENT: 375' E OF RAILROAD AVE NHS: no
@ REF MARKER: JURIS: City
ADDL DATA: Class Speed CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08C13aTST5195
PROCESSED BY: ORG CODE: DOT INITIALS: AJK

COUNTY: **Ulster**
VILLAGE:
LION#:
BIN: 1022350
RR CROSSING: 842677P
HPMS SAMPLE: 2014072

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
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11	S																											
12	M																											
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14	W																											
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17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M									365	342	397	407	445	424	498	479	551	511	361	311	266	151	65	44			
27	T	**25**	**18**	**8**	**22**	**23**	**50**	**193**	**362**	359	311	369	508	473	479	474	432	529	543	339	243	157	124	89	46	6176	543	17
28	W	**16**	**6**	**5**	**14**	**19**	**70**	**178**	**300**	328	382	392	424	465	458	456	506	468	496	374	297	244	162	102	32	6194	506	15
29	T	**23**	**15**	**17**	**11**	**18**	**67**	**171**	**333**	332																		
30	F																											
31	S																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
21	**13**	**10**	**16**	**20**	**62**	**181**	**332**	**346**	**345**	**386**	**446**	**461**	**454**	**476**	**472**	**516**	**517**	**358**	**284**	**222**	**146**	**85**	**41**	**6210**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	73	4	73	517	8%	1.000	1.009

ESTIMATED

AADT

6155

STATION: **860108**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 212** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 37
DATE OF COUNT: 09/09/2009
NOTES LANE 1: WK 36 EB

FROM: **CR 35 CENTERVILLE**
REC. SERIAL #: 2695
PLACEMENT: 0.29 MI E OF FISHNECK RD
@ REF MARKER: 212 86011224
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **START RT 32 OLAP**
FUNC. CLASS: 17
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-r8contractor9-38

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 49380090

COUNT TAKEN BY: ORG CODE: TST INITIALS: ---
PROCESSED BY: ORG CODE: DOT INITIALS: TGB

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W										**311**	**244**	**279**	**266**	**284**	**254**	**319**	**300**	**302**	**275**	**166**	**88**	**76**	**33**	**26**			
10	T	**11**	**8**	**5**	**6**	**21**	**59**	**232**	**374**	**367**	**299**	**222**	**263**	**284**	**272**	**250**	**312**	**325**	**349**	**255**	**147**	**101**	**75**	**51**	**26**	4314	374	7
11	F	**10**	**8**	**8**	**10**	**28**	**69**	**222**	**356**	**341**	**302**	**289**	**277**	**310**	**287**	**282**	**305**	**310**	**306**	**258**	**167**	**102**	**100**	**91**	**48**	4486	356	7
12	S	**69**	**28**	**16**	**12**	**14**	**27**	**69**	**111**	**221**	**268**	**326**	**320**	**329**	**344**	**323**	**260**	**287**	**240**	**271**	**181**	**150**	**117**	**103**	**74**	4160	344	13
13	S	**49**	**22**	**6**	**11**	**16**	**18**	**55**	**90**	**173**	**275**	**280**	**346**	**393**	**322**	**329**	**295**	**302**	**273**	**257**	**181**	**143**	**63**	**38**	**21**	3958	393	12
14	M	**10**	**6**	**4**	**12**	**30**	**73**	**209**	**382**	**350**	**283**	**235**	**265**	**250**	**277**	**283**	**327**	**284**	**276**	**245**	**143**	**90**	**65**	**39**	**23**	4161	382	7
15	T	**11**	**4**	**5**	**7**	**25**	**68**	**201**	**358**	**358**	**246**	**234**																
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
11	**7**	**6**	**8**	**25**	**65**	**216**	**368**	**354**	**288**	**245**	**271**	**267**	**278**	**262**	**319**	**303**	**309**	**258**	**152**	**93**	**72**	**41**	**25**	**4243**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	146	4	80	368	9%	1.000	1.055

ESTIMATED (one way)

AADT
4022

STATION: **860108**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 212** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 37
DATE OF COUNT: 09/09/2009
NOTES LANE 1: WK 36 WB

FROM: **CR 35 CENTERVILLE**
REC. SERIAL #: 2695
PLACEMENT: 0.29 MI E OF FISHNECK RD
@ REF MARKER: 212 86011224
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **START RT 32 OLAP**
FUNC. CLASS: 17
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-r8contractor9-38

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 49380090

COUNT TAKEN BY: ORG CODE: TST INITIALS: ---
PROCESSED BY: ORG CODE: DOT INITIALS: TGB

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W										**243**	**221**	**197**	**244**	**248**	**312**	**330**	**404**	**398**	**304**	**253**	**205**	**170**	**88**	**49**			
10	T	**35**	**14**	**6**	**7**	**5**	**20**	**94**	**182**	**194**	**226**	**202**	**226**	**236**	**237**	**325**	**343**	**412**	**411**	**304**	**277**	**204**	**149**	**89**	**48**	4246	412	16
11	F	**31**	**11**	**8**	**6**	**10**	**19**	**84**	**166**	**211**	**221**	**219**	**263**	**267**	**231**	**349**	**372**	**410**	**439**	**362**	**266**	**206**	**192**	**134**	**89**	4566	439	17
12	S	**44**	**29**	**17**	**15**	**10**	**17**	**27**	**69**	**118**	**175**	**228**	**291**	**295**	**327**	**326**	**339**	**349**	**269**	**238**	**243**	**189**	**162**	**167**	**100**	4044	349	16
13	S	**50**	**23**	**22**	**9**	**13**	**9**	**32**	**85**	**121**	**203**	**253**	**239**	**354**	**283**	**308**	**298**	**311**	**265**	**223**	**257**	**175**	**112**	**60**	**49**	3754	354	12
14	M	**16**	**11**	**7**	**7**	**11**	**14**	**85**	**168**	**198**	**203**	**205**	**219**	**244**	**280**	**304**	**357**	**366**	**418**	**316**	**255**	**177**	**121**	**72**	**45**	4099	418	17
15	T	**25**	**10**	**7**	**12**	**8**	**17**	**82**	**161**	**213**	**194**	**199**																
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

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

30	**12**	**7**	**8**	**8**	**19**	**86**	**169**	**204**	**217**	**209**	**226**	**241**	**255**	**314**	**343**	**394**	**409**	**308**	**262**	**195**	**147**	**83**	**47**

ADT **4193**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	146	4	80	409	10%	1.000	1.055

ESTIMATED (one way)

AADT
3974

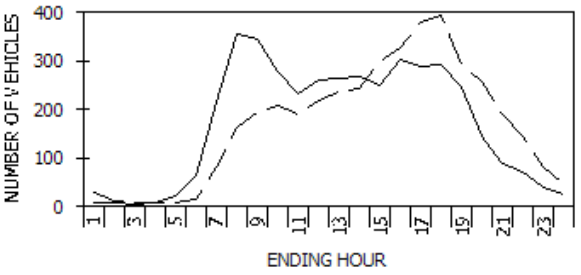
New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 212 ROAD NAME: YEAR: 2009 STATION: 860108
COUNTY NAME: Ulster MONTH: September
REGION CODE: 8
FROM: CR 35 CENTERVILLE
TO: START RT 32 OLAP
REF-MARKER: 212 86011224
END MILEPOINT: 0112058 NO. OF LANES: 2
FUNC-CLASS: 17 HPMS NO: 49380090
STATION NO: 0108 LION#:
COUNT TAKEN BY: ORG CODE: TST INITIALS: ---
PROCESSED BY: ORG CODE: DOT INITIALS: TGB BATCH ID: DOT-r8contractor9-38

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	**4096**	**4035**	**8131**
NUMBER OF AXLES	**8307**	**8179**	**16485**
% HEAVY VEHICLES (F4-F13)	**6.32%**	**5.72%**	**6.03%**
% TRUCKS AND BUSES (F3-F13)	**26.61%**	**22.58%**	**24.61%**
AXLE CORRECTION FACTOR	**0.99**	**0.99**	**0.99**

VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
	2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
	3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
	4:00	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
	5:00	0	15	6	0	2	1	0	0	0	0	0	0	0	**24**
	6:00	1	43	18	0	3	0	0	0	0	0	0	0	0	**65**
	7:00	1	149	49	0	12	2	0	1	0	0	0	0	0	**214**
	8:00	2	266	66	6	14	2	0	1	0	0	0	0	0	**357**
	9:00	3	246	72	4	14	2	0	1	2	0	0	0	0	**344**
	10:00	2	197	55	3	16	4	0	2	1	0	0	0	0	**280**
DIRECTION	11:00	1	167	47	2	11	3	0	1	1	0	0	0	0	**233**
East	12:00	2	186	54	3	13	3	0	1	0	0	0	0	0	**262**
	13:00	4	189	53	2	10	3	0	1	2	0	0	0	1	**265**
	14:00	4	192	54	1	12	1	0	3	1	0	0	0	0	**268**
	15:00	7	175	48	2	10	4	0	2	1	0	0	0	0	**249**
	16:00	6	203	71	4	11	3	0	5	1	0	0	0	0	**304**
	17:00	4	204	60	4	13	2	0	2	0	0	0	0	0	**289**
	18:00	6	222	56	0	8	1	0	1	0	0	0	0	0	**294**
	19:00	8	175	55	1	6	1	0	1	0	0	0	0	0	**247**
	20:00	2	116	26	0	3	0	0	0	0	0	0	0	0	**147**
	21:00	0	68	19	0	2	0	0	0	0	0	0	0	0	**89**
	22:00	1	57	11	0	1	0	0	0	0	0	0	0	0	**70**
	23:00	0	33	6	0	0	0	0	0	0	0	0	0	0	**39**
	24:00	0	23	2	0	1	0	0	0	0	0	0	0	0	**26**
TOTAL VEHICLES		**54**	**2952**	**831**	**32**	**163**	**32**	**0**	**22**	**9**	**0**	**0**	**0**	**1**	**4096**
TOTAL AXLES		108	5904	1662	80	326	96	0	77	45	0	0	0	9	8307
	1:00	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**
ENDING HOUR	2:00	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
	3:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
	4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
	5:00	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
	6:00	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
	7:00	0	52	22	6	2	0	0	1	0	0	0	0	0	**83**
	8:00	2	98	42	3	9	1	1	6	1	0	0	0	0	**163**
	9:00	2	124	47	4	13	1	0	2	1	0	0	0	0	**194**
	10:00	1	144	44	2	12	2	1	2	1	0	0	0	0	**209**
	11:00	3	136	35	2	9	5	1	1	0	0	0	0	0	**192**
DIRECTION	12:00	2	162	38	1	10	2	1	2	0	0	0	0	0	**218**
West	13:00	2	178	40	2	9	2	1	2	0	0	0	0	0	**236**
	14:00	4	181	43	0	11	2	1	3	0	0	0	0	0	**245**
	15:00	7	213	54	6	11	4	1	2	0	1	0	0	0	**299**
	16:00	7	244	60	2	9	3	0	1	0	0	0	0	0	**326**
	17:00	8	312	49	1	8	2	0	2	0	0	0	0	0	**382**
	18:00	10	319	53	0	9	1	0	1	0	0	0	0	0	**393**
	19:00	6	239	41	0	7	0	0	1	0	0	0	0	0	**294**
	20:00	5	206	37	0	8	1	0	1	0	0	0	0	0	**258**
	21:00	1	159	26	0	4	1	0	0	0	0	0	0	0	**191**
	22:00	3	117	20	0	4	0	0	0	0	0	0	0	0	**144**
	23:00	0	68	12	0	1	0	0	0	0	0	0	0	0	**81**
	24:00	0	42	5	0	0	0	0	0	0	0	0	0	0	**47**
TOTAL VEHICLES		**63**	**3061**	**680**	**29**	**137**	**27**	**7**	**27**	**3**	**1**	**0**	**0**	**0**	**4035**
TOTAL AXLES		126	6122	1360	72	274	81	28	94	15	6	0	0	0	8179
GRAND TOTAL VEHICLES		**117**	**6013**	**1511**	**61**	**300**	**59**	**7**	**49**	**12**	**1**	**0**	**0**	**1**	**8131**
GRAND TOTAL AXLES		234	12026	3022	152	600	177	28	172	60	6	0	0	9	16486

TRAFFIC FLOW BY DIRECTION



--- East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	**8**	**357**	**A.M.**	**9**	**538**
West	**18**	**393**	**P.M.**	**18**	**687**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station:	860108	Start date:	Wed 09/09/2009 09:00	Count duration:	146 hours
Route #: NY 212	Road name:	End date:	Tue 09/15/2009 10:00	Functional class:	17
From:	CR 35 CENTERVILLE	County:	Ulster	Factor group:	40
To:	START RT 32 OLAP	Town:	SAUGERTIES	Batch ID:	DOT-r8contractor9-36
Direction:	East	Speed limit:	30	Count taken by:	Org: TST Init: ---
		LION#:		Processed by:	Org: DOT Init: TGB

Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	4	4	1	1	0	0	0	0	0	20%	10%	0%	0%	0%	41.5	41.3	47.6	10
2:00	0	0	0	1	0	4	1	0	0	0	0	0	0	17%	0%	0%	0%	0%	41.1	42.6	45.6	6
3:00	0	0	0	0	2	2	1	0	0	0	0	0	0	20%	0%	0%	0%	0%	41.2	41.3	46.3	5
4:00	0	0	0	0	3	3	1	0	0	0	0	0	0	14%	0%	0%	0%	0%	40.8	40.9	45.0	7
5:00	0	0	0	2	4	12	6	0	0	0	0	0	0	25%	0%	0%	0%	0%	41.6	42.6	47.0	24
6:00	1	0	1	3	16	29	15	1	0	0	0	0	0	24%	2%	0%	0%	0%	40.1	42.1	47.1	66
7:00	3	0	0	8	63	109	30	3	0	0	0	0	0	15%	1%	0%	0%	0%	40.0	41.6	45.2	216
8:00	9	0	2	17	126	173	38	2	0	0	0	0	0	11%	1%	0%	0%	0%	38.5	40.9	44.6	367
9:00	10	1	5	32	146	134	23	2	0	0	0	0	0	7%	1%	0%	0%	0%	37.0	39.5	44.0	353
10:00	8	3	12	51	108	87	19	1	0	0	0	0	0	7%	0%	0%	0%	0%	35.7	38.3	43.7	289
11:00	13	7	20	25	92	73	14	1	0	0	0	0	0	6%	0%	0%	0%	0%	33.7	38.2	43.6	245
12:00	11	4	6	36	123	79	12	0	0	0	0	0	0	4%	0%	0%	0%	0%	35.1	38.2	43.2	271
13:00	16	6	11	36	121	75	11	1	0	0	0	0	0	4%	0%	0%	0%	0%	33.7	37.9	43.1	277
14:00	41	16	9	30	95	76	9	0	0	0	0	0	0	3%	0%	0%	0%	0%	28.9	37.3	42.9	276
15:00	27	5	7	27	100	77	16	2	0	0	0	0	0	7%	1%	0%	0%	0%	31.9	38.3	43.7	261
16:00	19	2	8	31	126	116	16	0	0	0	0	0	0	5%	0%	0%	0%	0%	34.6	39.0	43.7	318
17:00	13	0	3	20	101	128	35	2	0	0	0	0	0	12%	1%	0%	0%	0%	36.9	40.6	44.7	302
18:00	18	2	4	13	103	136	31	1	0	0	0	0	0	10%	0%	0%	0%	0%	35.8	40.6	44.5	308
19:00	12	1	2	16	87	114	24	2	0	0	0	0	0	10%	1%	0%	0%	0%	36.6	40.5	44.5	258
20:00	5	0	1	12	65	57	11	1	0	0	0	0	0	8%	1%	0%	0%	0%	37.0	39.5	44.1	152
21:00	4	0	0	8	36	39	5	1	0	0	0	0	0	6%	1%	0%	0%	0%	36.5	39.8	44.0	93
22:00	2	0	0	7	28	26	7	1	0	0	0	0	0	11%	1%	0%	0%	0%	37.6	39.8	44.5	71
23:00	1	0	0	2	11	21	6	1	0	0	0	0	0	17%	2%	0%	0%	0%	39.3	41.7	45.6	42
24:00	0	0	0	2	9	11	3	0	0	0	0	0	0	12%	0%	0%	0%	0%	40.1	40.7	44.7	25
Avg. Daily Total	213	47	91	379	1569	1585	335	23	0	0	0	0	0	8.4	0.5	0.0	0.0	0.0	35.5	39.5	44.2	4242
Percent	5.0%	1.1%	2.1%	8.9%	37.0%	37.4%	7.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	5.0%	6.1%	8.3%	17.2%	54.2%	91.6%	99.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	9	2	4	16	65	66	14	1	0	0	0	0	0									177

	Avg. Speed	50th% Speed	85th% Speed
East	35.5	39.5	44.2
West	35.2	38.5	43.6

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	8	367	A.M.	9	558
West	18	410	P.M.	18	718

TRAFFIC FLOW BY DIRECTION



Station: 860108
Route #: NY 212 Road name:
From: CR 35 CENTERVILLE
To: START RT 32 OLAP
Direction: West

Start date: Wed 09/09/2009 09:00
End date: Tue 09/15/2009 10:00
County: Ulster
Town: SAUGERTIES
Speed limit: 30
LION#:

Count duration: 146 hours
Functional class: 17
Factor group: 40
Batch ID: DOT-r8contractor9-36
Count taken by: Org: TST Init: ---
Processed by: Org: DOT Init: TGB

Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	11	15	4	0	0	0	0	0	0	13%	0%	0%	0%	0%	41.1	41.4	44.9	30
2:00	0	0	0	2	5	3	2	0	0	0	0	0	0	17%	0%	0%	0%	0%	39.0	39.0	45.6	12
3:00	0	0	0	0	2	3	1	0	0	0	0	0	0	17%	0%	0%	0%	0%	41.4	41.7	45.6	6
4:00	0	0	0	1	3	3	2	0	0	0	0	0	0	22%	0%	0%	0%	0%	40.3	40.9	46.7	9
5:00	0	0	1	0	2	4	1	0	0	0	0	0	0	13%	0%	0%	0%	0%	39.0	41.3	44.8	8
6:00	0	0	0	1	4	9	2	1	1	0	0	0	0	22%	11%	6%	0%	0%	42.1	42.3	48.3	18
7:00	2	0	1	3	26	38	14	2	0	0	0	0	0	19%	2%	0%	0%	0%	39.1	41.5	46.2	86
8:00	7	1	3	24	62	56	14	2	0	0	0	0	0	9%	1%	0%	0%	0%	35.8	39.0	44.2	169
9:00	9	2	3	25	82	68	14	2	0	0	0	0	0	8%	1%	0%	0%	0%	35.6	38.9	44.0	205
10:00	12	5	10	32	96	57	6	0	0	0	0	0	0	3%	0%	0%	0%	0%	33.5	37.7	42.7	218
11:00	32	4	7	29	83	47	7	0	0	0	0	0	0	3%	0%	0%	0%	0%	29.1	37.0	42.5	209
12:00	9	2	10	49	100	50	6	0	0	0	0	0	0	3%	0%	0%	0%	0%	34.2	37.2	42.3	226
13:00	12	2	7	46	118	55	7	0	0	0	0	0	0	3%	0%	0%	0%	0%	34.1	37.4	42.3	247
14:00	17	4	32	44	83	66	10	1	0	0	0	0	0	4%	0%	0%	0%	0%	32.3	36.9	43.0	257
15:00	18	8	13	38	147	79	11	0	0	0	0	0	0	4%	0%	0%	0%	0%	33.6	37.8	42.8	314
16:00	16	6	18	39	146	102	16	0	0	0	0	0	0	5%	0%	0%	0%	0%	34.5	38.2	43.3	343
17:00	13	1	6	38	182	131	22	2	0	0	0	0	0	6%	1%	0%	0%	0%	36.4	38.9	43.7	395
18:00	15	5	4	41	163	161	20	1	0	0	0	0	0	5%	0%	0%	0%	0%	36.2	39.3	43.8	410
19:00	13	1	2	31	139	106	15	2	0	0	0	0	0	6%	1%	0%	0%	0%	35.9	38.9	43.7	309
20:00	4	0	2	30	134	81	9	1	0	0	0	0	0	4%	0%	0%	0%	0%	37.4	38.6	43.3	261
21:00	4	0	1	19	88	73	11	0	0	0	0	0	0	6%	0%	0%	0%	0%	37.6	39.3	43.8	196
22:00	2	0	2	9	64	53	14	1	0	0	0	0	0	10%	1%	0%	0%	0%	38.5	39.7	44.4	145
23:00	1	0	1	3	30	38	10	0	0	0	0	0	0	12%	0%	0%	0%	0%	39.4	40.9	44.7	83
24:00	0	0	0	2	16	23	6	0	0	0	0	0	0	13%	0%	0%	0%	0%	40.7	41.2	44.8	47
Avg. Daily Total	186	41	123	506	1786	1321	224	15	1	0	0	0	0	5.7	0.4	0.0	0.0	0.0	35.2	38.5	43.6	4203
Percent	4.4%	1.0%	2.9%	12.0%	42.5%	31.4%	5.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	4.4%	5.4%	8.3%	20.4%	62.9%	94.3%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	8	2	5	21	74	55	9	1	0	0	0	0	0									175

	Avg. Speed	50th% Speed	85th% Speed
East	35.5	39.5	44.2
West	35.2	38.5	43.6

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	8	367	A.M.	9	558
West	18	410	P.M.	18	718

TRAFFIC FLOW BY DIRECTION



STATION: 860108

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	NY212	FROM:	CR 35 CENTERVILLE	TO:	START 32/212 OLAP	REGION-COUNTY:	8-ULSTER
FED DIR CODE:	3, 7	REF. MARKER:	212 86011188	FUNC. CLASS:	17 - U Major Collector	MUNI:	Saugerties-Town-0749
ST DIR CODE:	1, 2	END MILEPOST:	20.48	FACTOR GROUP:	40	BIN:	
DOT ID:	100161	LANES BY DIR:	1 East 1 West	CC STN:		RR CROSSING:	
BEGIN DATE:	10/8/2012	WEEK OF YEAR	41	ADDL DATA:	CLS SPD	HPMS SAMPLE:	4938009
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	678 FT W OF CR 97	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-MAB	BATCH ID:	DOT-r8ww41	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/08, Mon														**527**	**520**	**531**	**589**	**560**	**466**	**349**	**224**	**153**	**89**	**48**	4056		
10/09, Tue	**34**	**19**	**7**	**20**	**32**	**94**	**228**	**459**	**529**	**405**	**418**	**416**	**467**	**420**	**510**	**594**	**647**	**668**	**483**	**369**	**240**	**164**	**107**	**49**	7379	668	17-18
10/10, Wed	**26**	**14**	**10**	**11**	**29**	**81**	**241**	**437**	**547**	**452**	**431**	**429**	**482**	**453**	**499**	**587**	**547**	**633**	**500**	**380**	**223**	**197**	**119**	**59**	7387	633	17-18
10/11, Thu	**32**	**16**	**10**	**17**	**24**	**81**	**222**	**434**	**536**	**419**	**431**	**429**	**441**	**451**	**548**										4091		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	31	**16**	**9**	**16**	**28**	**85**	**230**	**443**	**537**	**425**	**427**	**425**	**463**	**463**	**519**	**571**	**594**	**620**	**483**	**366**	**229**	**171**	**105**	**52**	7310		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	East High Hour	East % of day	West High Hour	West % of day
3	74	3	74	620	8.5	334	9	364	10.1

ESTIMATED AADT		
Roadway	East	West
7054	3592	3463

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.04		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation

STATION: 860108

EB Traffic Count Hourly Report

ROUTE/ROAD:	NY212	FROM:	CR 35 CENTERVILLE	TO:	START 32/212 OLAP	REGION-COUNTY:	8-ULSTER
FED DIR CODE:	3	REF. MARKER:	212 86011188	FUNC. CLASS:	17 - U Major Collector	MUNI:	Saugerties-Town-0749
ST DIR CODE:	1, 2	END MILEPOST:	20.48	FACTOR GROUP:	40	BIN:	
DOT ID:	100161	LANES BY DIR:	1 East	CC STN:		RR CROSSING:	
BEGIN DATE:	10/8/2012	WEEK OF YEAR	41	ADDL DATA:	CLS SPD	HPMS SAMPLE:	4938009
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	678 FT W OF CR 97	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-MAB	BATCH ID:	DOT-r8ww41	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/08, Mon														**271**	**257**	**247**	**271**	**245**	**216**	**152**	**100**	**56**	**34**	**13**	1862		
10/09, Tue	**16**	**4**	**2**	**13**	**25**	**71**	**162**	**316**	**328**	**248**	**215**	**225**	**243**	**218**	**250**	**287**	**289**	**280**	**192**	**139**	**89**	**61**	**25**	**17**	3715	328	08-09
10/10, Wed	**9**	**2**	**3**	**8**	**20**	**63**	**174**	**310**	**338**	**264**	**247**	**236**	**278**	**229**	**231**	**263**	**229**	**243**	**220**	**155**	**77**	**63**	**41**	**17**	3720	338	08-09
10/11, Thu	**13**	**5**	**4**	**11**	**19**	**64**	**171**	**295**	**336**	**255**	**243**	**234**	**233**	**212**	**255**										2350		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	13	**4**	**3**	**11**	**21**	**66**	**169**	**307**	**334**	**256**	**235**	**232**	**251**	**233**	**248**	**266**	**263**	**256**	**209**	**149**	**89**	**60**	**33**	**16**	3722		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	East High Hour	East % of day	West High Hour	West % of day
3	74	3	74	620	8.5	334	9	364	10.1

ESTIMATED AADT		
Roadway	East	West
7054	3592	3463

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.04		1.00	1.00	1.00	1.00			1.00

STATION: 860108

New York State Department of Transportation
WB Traffic Count Hourly Report

ROUTE/ROAD:	NY212	FROM:	CR 35 CENTERVILLE	TO:	START 32/212 OLAP	REGION-COUNTY:	8-ULSTER
FED DIR CODE:	7	REF. MARKER:	212 86011188	FUNC. CLASS:	17 - U Major Collector	MUNI:	Saugerties-Town-0749
ST DIR CODE:	1, 2	END MILEPOST:	20.48	FACTOR GROUP:	40	BIN:	
DOT ID:	100161	LANES BY DIR:	1 West	CC STN:		RR CROSSING:	
BEGIN DATE:	10/8/2012	WEEK OF YEAR	41	ADDL DATA:	CLS SPD	HPMS SAMPLE:	4938009
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	678 FT W OF CR 97	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-MAB	BATCH ID:	DOT-r8ww41	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/08, Mon														**256**	**263**	**284**	**318**	**315**	**250**	**197**	**124**	**97**	**55**	**35**	2194		
10/09, Tue	**18**	**15**	**5**	**7**	**7**	**23**	**66**	**143**	**201**	**157**	**203**	**191**	**224**	**202**	**260**	**307**	**358**	**388**	**291**	**230**	**151**	**103**	**82**	**32**	3664	388	17-18
10/10, Wed	**17**	**12**	**7**	**3**	**9**	**18**	**67**	**127**	**209**	**188**	**184**	**193**	**204**	**224**	**268**	**324**	**318**	**390**	**280**	**225**	**146**	**134**	**78**	**42**	3667	390	17-18
10/11, Thu	**19**	**11**	**6**	**6**	**5**	**17**	**51**	**139**	**200**	**164**	**188**	**195**	**208**	**239**	**293**										1741		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	18	**13**	**6**	**5**	**7**	**19**	**61**	**136**	**203**	**170**	**192**	**193**	**212**	**230**	**271**	**305**	**331**	**364**	**274**	**217**	**140**	**111**	**72**	**36**	3588		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	East High Hour	East % of day	West High Hour	West % of day
3	74	3	74	620	8.5	334	9	364	10.1

ESTIMATED AADT		
Roadway	East	West
7054	3592	3463

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.04		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 212** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 26
DATE OF COUNT: 06/22/2015
NOTES LANE 1: EB TRAVEL LANE

COUNT TAKEN BY: ORG CODE: TST INITIALS: JA

FROM: **CR 35 CENTERVILLE**
REC. SERIAL #: AP67
PLACEMENT: 221 YDS E OF MORSE RD
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

TO: **START 32/212 OLAP**
FUNC. CLASS: 17
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C26BTST5112

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 4938009

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T																											
17	W																											
18	T																											
19	F																											
20	S																											
21	S																											
22	M													**288**	**266**	**277**	**294**	**295**	**286**	**257**	**179**	**108**	**80**	**47**	**27**			
23	T	**14**	**3**	**8**	**10**	**23**	**84**	**180**	**340**	**343**	**288**	**240**	**252**	**311**	**279**	**272**	**305**	**262**	**293**	**220**	**198**	**110**	**87**	**51**	**32**	4205	343	8
24	W	**5**	**2**	**4**	**8**	**22**	**82**	**186**	**326**	**346**	**284**	**287**	**278**	**285**	**300**	**294**	**294**	**316**	**374**	**285**	**217**	**153**	**88**	**54**	**34**	4524	374	17
25	T	**12**	**3**	**6**	**9**	**25**	**83**	**192**	**340**	**335**	**299**	**288**	**307**	**316**	**357**	**326**												
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

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

																									ADT
10	**3**	**6**	**9**	**23**	**83**	**186**	**335**	**341**	**290**	**272**	**279**	**300**	**300**	**292**	**298**	**291**	**318**	**254**	**198**	**124**	**85**	**51**	**31**	**4379**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	75	3	75	341	8%	1.000	1.103

ESTIMATED

AADT
3970

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 212** ROAD NAME:
DIRECTION: Westbound
STATE DIR CODE: 7
DATE OF COUNT: 06/22/2015
NOTES LANE 1: WB TRAVEL LANE

FACTOR GROUP: 40
WK OF YR: 26

FROM: **CR 35 CENTERVILLE**
REC. SERIAL #: AP67
PLACEMENT: 221 YDS E OF MORSE RD
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

TO: **START 32/212 OLAP**
FUNC. CLASS: 17
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C26BTST5112

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 4938009

COUNT TAKEN BY: ORG CODE: TST INITIALS: JA

PROCESSED BY: ORG CODE: DOT INITIALS: CEL

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T																											
17	W																											
18	T																											
19	F																											
20	S																											
21	S																											
22	M													**291**	**266**	**319**	**356**	**380**	**419**	**326**	**231**	**187**	**137**	**87**	**39**			
23	T	**27**	**10**	**6**	**6**	**9**	**23**	**69**	**139**	**217**	**192**	**198**	**222**	**271**	**278**	**274**	**362**	**358**	**385**	**301**	**231**	**204**	**114**	**72**	**41**	4009	385	17
24	W	**33**	**14**	**10**	**4**	**5**	**30**	**69**	**150**	**227**	**202**	**216**	**242**	**286**	**286**	**282**	**335**	**392**	**379**	**314**	**251**	**216**	**204**	**106**	**48**	4301	392	16
25	T	**23**	**8**	**5**	**3**	**17**	**22**	**75**	**156**	**202**	**215**	**231**	**251**	**297**	**310**	**308**												
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

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

																									ADT
28	**11**	**7**	**4**	**10**	**25**	**71**	**148**	**215**	**203**	**215**	**238**	**286**	**285**	**296**	**351**	**377**	**394**	**314**	**238**	**202**	**152**	**88**	**43**	**4201**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
4	75	4	75	394	9%	1.000	1.103	**AADT 3809**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 212** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 38
DATE OF COUNT: 09/17/2018
NOTES LANE 1: EB Travel Lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

FROM: **CR 35 CENTERVILLE**
REC. SERIAL #: CE96
PLACEMENT: 550' E OF MORSE RD
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: HK

TO: **END NY 32/NY 212 OLAP/BEFORE**
FUNC. CLASS: 17
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C38aTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 4938009

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M								**330**	**372**	**310**	**291**	**264**	**308**	**282**	**290**	**355**	**336**	**278**	**222**	**152**	**75**	**46**	**35**	**14**			
18	T	**10**	**8**	**4**	**11**	**29**	**80**	**205**	**361**	**342**	**259**	**251**	**294**	**248**	**288**	**260**	**332**	**308**	**265**	**239**	**152**	**125**	**76**	**41**	**22**	4210	361	7
19	W	**7**	**10**	**4**	**16**	**25**	**102**	**213**	**348**	**339**	**320**	**267**	**282**	**269**	**329**	**325**	**318**	**379**	**323**	**228**	**163**	**113**	**75**	**36**	**24**	4515	379	16
20	T	**9**	**8**	**7**	**13**	**17**	**89**	**239**	**373**	**348**	**293**	**250**	**297**	**324**	**281**	**361**	**331**	**369**	**310**	**232**	**162**	**121**	**65**	**49**	**26**	4574	373	7
21	F	**15**	**8**	**4**	**13**	**19**	**81**	**209**	**361**	**325**																		
22	S																											
23	S																											
24	M																											
25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
10	**8**	**5**	**13**	**22**	**88**	**216**	**355**	**345**	**296**	**265**	**284**	**287**	**295**	**309**	**334**	**348**	**294**	**230**	**157**	**108**	**66**	**40**	**22**	**4397**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	98	5	98	355	8%	1.000	1.079

ESTIMATED

AADT
4075

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 212** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 38
DATE OF COUNT: 09/17/2018
NOTES LANE 1: WB travel Lane

FROM: **CR 35 CENTERVILLE**
REC. SERIAL #: CE96
PLACEMENT: 550' E OF MORSE RD
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

TO: **END NY 32/NY 212 OLAP/BEFORE**
FUNC. CLASS: 17
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C38aTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 4938009

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB
PROCESSED BY: ORG CODE: DOT INITIALS: HK

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
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10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M								**195**	**235**	**229**	**212**	**221**	**304**	**247**	**296**	**359**	**391**	**433**	**285**	**212**	**162**	**105**	**67**	**33**			
18	T	**20**	**9**	**1**	**5**	**9**	**24**	**97**	**149**	**210**	**169**	**203**	**205**	**228**	**226**	**303**	**400**	**364**	**438**	**353**	**224**	**161**	**119**	**67**	**35**	4019	438	17
19	W	**26**	**11**	**2**	**10**	**7**	**35**	**120**	**189**	**232**	**256**	**234**	**238**	**289**	**305**	**341**	**380**	**437**	**419**	**295**	**254**	**209**	**112**	**72**	**40**	4513	437	16
20	T	**27**	**18**	**5**	**4**	**8**	**27**	**126**	**205**	**259**	**221**	**203**	**249**	**263**	**301**	**357**	**390**	**424**	**472**	**338**	**246**	**214**	**178**	**79**	**52**	4666	472	17
21	F	**28**	**12**	**7**	**6**	**8**	**25**	**103**	**193**	**227**																		
22	S																											
23	S																											
24	M																											
25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											

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

																									ADT
25	**12**	**4**	**6**	**8**	**28**	**112**	**186**	**233**	**219**	**213**	**228**	**271**	**270**	**324**	**382**	**404**	**440**	**318**	**234**	**186**	**128**	**71**	**40**	**4342**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	98	5	98	440	10%	1.000	1.079

ESTIMATED

AADT
4024

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32**
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 19
DATE OF COUNT: 05/07/2007
NOTES LANE 1: Week 19-Nb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **ACC RT 87I SB**
REC. SERIAL #: 8403
PLACEMENT: 750' S of Hummellville Rd
@ REF MARKER: 32 86023129
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-r8cww19

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M											**220**	**259**	**277**	**296**	**318**	**441**	**529**	**535**	**330**	**266**	**242**	**160**	**97**	**65**			
8	T	**38**	**23**	**13**	**16**	**24**	**43**	**119**	**182**	**178**	**188**	**216**	**243**	**279**	**273**	**348**	**461**	**543**	**555**	**358**	**300**	**244**	**199**	**110**	**85**	5038	555	17
9	W	**36**	**24**	**14**	**15**	**8**	**47**	**119**	**197**	**177**	**209**	**212**	**251**	**308**	**316**	**326**	**458**	**538**	**572**	**366**	**320**	**280**	**228**	**130**	**69**	5220	572	17
10	T	**37**	**23**	**11**	**17**	**13**	**41**	**119**	**216**	**181**	**215**																	
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
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23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											
31	T																											

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

																									ADT
35	**22**	**12**	**15**	**14**	**42**	**114**	**189**	**171**	**195**	**206**	**240**	**275**	**282**	**316**	**433**	**513**	**530**	**336**	**282**	**244**	**187**	**107**	**70**	**4830**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	530	11%	0.956	1.041

ESTIMATED (one way)

AADT
4640

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME: **32**
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 19
DATE OF COUNT: 05/07/2007
NOTES LANE 1: Week 19-Sb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **ACC RT 87I SB**
REC. SERIAL #: 8403
PLACEMENT: 750' S of Hummellville Rd
@ REF MARKER: 32 86023129
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-r8cww19

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M											**318**	**271**	**270**	**282**	**266**	**314**	**338**	**313**	**241**	**138**	**137**	**68**	**52**	**27**			
8	T	**17**	**12**	**26**	**33**	**66**	**186**	**418**	**529**	**412**	**318**	**267**	**253**	**243**	**288**	**298**	**303**	**314**	**282**	**253**	**184**	**127**	**98**	**78**	**37**	5042	529	7
9	W	**19**	**12**	**26**	**40**	**54**	**178**	**405**	**542**	**469**	**334**	**267**	**264**	**255**	**275**	**260**	**316**	**313**	**332**	**260**	**210**	**143**	**104**	**80**	**31**	5189	542	7
10	T	**19**	**13**	**23**	**32**	**72**	**164**	**407**	**551**	**443**	**292**																	
11	F																											
12	S																											
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14	M																											
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28	M																											
29	T																											
30	W																											
31	T																											

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

																									ADT
17	**11**	**24**	**33**	**61**	**168**	**392**	**517**	**422**	**301**	**272**	**251**	**245**	**270**	**263**	**297**	**308**	**295**	**240**	**169**	**130**	**86**	**67**	**31**	**4870**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	517	11%	0.956	1.041

ESTIMATED (one way)

AADT
4678

STATION: **860254**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 29
DATE OF COUNT: 07/15/2010
NOTES LANE 1: Week 29 North Bound

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

FROM: **ACC RT 87I SB**
REC. SERIAL #: 0060
PLACEMENT: 600 Ft S of Peoples Rd
@ REF MARKER: 32 86013129
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08CWW29aVol

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T										**228**	**249**	**313**	**342**	**346**	**385**	**534**	**594**	**614**	**425**	**332**	**283**	**243**	**175**	**149**			
16	F	**68**	**40**	**19**	**15**	**13**	**39**	**119**	**180**	**189**	**226**	**303**	**351**	**420**	**409**	**473**	**613**	**712**	**690**	**499**	**382**	**355**	**315**	**266**	**175**	6871	712	16
17	S	**82**	**60**	**33**	**14**	**5**	**24**	**57**	**133**	**187**	**282**	**406**	**439**	**509**	**466**	**471**	**423**	**410**	**391**	**323**	**301**	**237**	**218**	**182**	**121**	5774	509	12
18	S	**63**	**58**	**24**	**17**	**13**	**27**	**39**	**95**	**142**	**234**	**352**	**407**	**404**	**443**	**363**	**347**	**360**	**352**	**298**	**259**	**237**	**204**	**119**	**56**	4913	443	13
19	M	**43**	**30**	**13**	**12**	**12**	**39**	**126**	**166**	**174**	**196**	**218**	**295**	**351**	**339**	**405**	**507**	**539**	**556**	**400**	**310**	**229**	**182**	**124**	**74**	5340	556	17
20	T	**45**	**19**	**15**	**6**	**12**	**44**	**154**	**176**	**215**	**226**	**265**	**288**	**346**	**358**	**410**	**499**	**565**	**613**	**387**	**316**	**250**	**226**	**154**	**82**	5671	613	17
21	W	**48**	**25**	**18**	**13**	**12**	**58**	**192**	**203**	**213**	**250**	**278**	**306**	**357**	**362**	**389**	**463**	**607**	**594**	**391**	**307**	**272**	**239**	**120**	**107**	5824	607	16
22	T	**48**	**35**	**17**	**14**	**12**	**72**	**195**	**225**																			
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
50	**29**	**16**	**12**	**12**	**51**	**151**	**183**	**190**	**216**	**253**	**299**	**336**	**338**	**382**	**482**	**554**	**571**	**386**	**304**	**248**	**214**	**138**	**99**	**5514**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	167	5	101	571	10%	0.962	1.192

ESTIMATED (one way)

AADT
4626

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 29
DATE OF COUNT: 07/15/2010
NOTES LANE 1: Week 29 South Bound

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

FROM: **ACC RT 87I SB**
REC. SERIAL #: 0060
PLACEMENT: 600 Ft S of Peoples Rd
@ REF MARKER: 32 86013129
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:

BATCH ID: R08-R08CWW29aVol

COUNTY: **Ulster**
TOWN: **SAUGERTIES**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T										**335**	**313**	**304**	**328**	**310**	**321**	**374**	**365**	**351**	**317**	**215**	**192**	**140**	**85**	**64**			
16	F	**24**	**18**	**16**	**25**	**69**	**174**	**363**	**469**	**424**	**300**	**344**	**348**	**369**	**342**	**366**	**361**	**392**	**331**	**280**	**213**	**187**	**155**	**102**	**61**	5733	469	7
17	S	**36**	**22**	**21**	**13**	**37**	**75**	**148**	**204**	**269**	**360**	**395**	**423**	**363**	**358**	**344**	**335**	**380**	**372**	**346**	**265**	**216**	**171**	**113**	**78**	5344	423	11
18	S	**45**	**38**	**31**	**13**	**32**	**62**	**122**	**147**	**249**	**324**	**443**	**507**	**493**	**562**	**553**	**529**	**532**	**470**	**402**	**365**	**309**	**208**	**117**	**56**	6609	562	13
19	M	**21**	**15**	**18**	**41**	**71**	**186**	**414**	**483**	**456**	**358**	**309**	**361**	**339**	**358**	**329**	**315**	**325**	**341**	**278**	**223**	**185**	**123**	**64**	**38**	5651	483	7
20	T	**28**	**15**	**19**	**27**	**66**	**186**	**369**	**461**	**432**	**326**	**293**	**315**	**302**	**321**	**326**	**351**	**336**	**355**	**316**	**231**	**187**	**122**	**82**	**40**	5506	461	7
21	W	**14**	**14**	**22**	**21**	**71**	**188**	**379**	**468**	**450**	**334**	**357**	**345**	**349**	**325**	**351**	**358**	**342**	**361**	**315**	**207**	**187**	**169**	**87**	**44**	5758	468	7
22	T	**11**	**18**	**12**	**30**	**63**	**164**	**387**	**455**																			
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

																									ADT
18	**15**	**16**	**25**	**64**	**171**	**367**	**449**	**423**	**318**	**311**	**322**	**317**	**316**	**319**	**337**	**329**	**339**	**294**	**211**	**181**	**133**	**77**	**44**	**5396**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	**ESTIMATED (one way)**
8	167	5	101	449	8%	0.962	1.192	**AADT 4527**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 38
DATE OF COUNT: 09/17/2013
NOTES LANE 0:

FROM: **I-87 SB RAMPS**
REC. SERIAL #: BN70
PLACEMENT:
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R8WW38byR

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JPH

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T													**309**	**265**	**330**	**412**	**518**	**555**	**372**	**304**	**214**	**168**	**101**	**57**			
18	W	**42**	**17**	**11**	**7**	**14**	**41**	**107**	**172**	**204**	**210**	**188**	**231**	**255**	**296**													
19	T																											
20	F															**442**	**533**	**647**	**643**	**535**	**410**	**370**	**300**	**241**	**132**			
21	S	**71**	**23**	**21**	**17**	**21**	**37**	**57**	**137**	**186**	**252**	**297**	**360**	**435**	**452**	**435**	**429**	**394**	**356**	**313**	**292**	**224**	**228**	**137**	**103**	5277	452	13
22	S	**56**	**36**	**13**	**9**	**15**	**29**	**34**	**95**	**113**	**182**	**227**	**263**	**331**	**334**	**341**	**325**	**315**	**324**	**264**	**198**	**156**	**119**	**81**	**50**	3910	341	14
23	M	**27**	**17**	**6**	**7**	**21**	**43**	**95**	**161**	**211**	**179**	**197**	**278**	**302**	**261**	**330**	**418**	**511**	**535**	**374**	**277**	**191**	**144**	**82**	**72**	4739	535	17
24	T	**36**	**13**	**4**	**4**	**23**	**38**	**103**	**199**	**190**	**220**	**192**	**224**	**286**	**311**	**275**	**442**	**491**	**535**	**348**	**279**	**221**	**180**	**88**	**62**	4764	535	17
25	W	**33**	**18**	**11**	**13**	**16**	**31**	**110**	**161**	**222**	**220**	**208**	**237**	**309**	**319**	**375**	**425**	**485**	**580**	**392**	**294**	**253**	**177**	**101**	**62**	5052	580	17
26	T	**33**	**13**	**6**	**6**	**11**	**38**	**99**	**171**	**193**	**203**	**204**	**270**	**280**	**272**	**312**	**478**	**530**	**543**	**379**	**283**	**263**	**183**	**126**	**68**	4964	543	17
27	F	**36**	**23**	**12**	**10**	**16**	**35**	**93**	**175**	**216**	**241**	**272**	**298**	**399**	**383**	**460**	**566**	**600**	**692**	**539**	**410**	**373**	**302**	**272**	**143**	6566	692	17
28	S	**76**	**49**	**15**	**11**	**18**	**28**	**46**	**141**	**243**	**648**	**1041**	**959**	**571**	**777**	**657**	**615**	**484**	**449**	**407**	**283**	**226**	**214**	**142**	**88**	8188	1041	10
29	S	**64**	**24**	**18**	**9**	**8**	**12**	**32**	**90**	**126**	**376**	**751**	**848**															
30	M																											

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

																									ADT
36	**17**	**9**	**8**	**16**	**37**	**101**	**173**	**206**	**212**	**210**	**256**	**290**	**287**	**324**	**435**	**507**	**550**	**373**	**287**	**228**	**170**	**100**	**64**	**4896**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
11	240	6	128	550	11%	1.000	1.055

ESTIMATED (one way)

AADT
4641

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 38
DATE OF COUNT: 09/17/2013
NOTES LANE 0:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JPH

FROM: **I-87 SB RAMPS**
REC. SERIAL #: BN70
PLACEMENT:
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R8WW38byR

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T													**292**	**294**	**273**	**315**	**335**	**326**	**262**	**166**	**91**	**82**	**59**	**34**			
18	W	**22**	**8**	**9**	**23**	**46**	**137**	**354**	**575**	**463**	**273**	**286**	**273**	**278**	**274**													
19	T																											
20	F															**343**	**411**	**400**	**381**	**333**	**212**	**139**	**104**	**87**	**47**			
21	S	**23**	**19**	**7**	**14**	**27**	**55**	**129**	**193**	**283**	**337**	**358**	**378**	**364**	**395**	**353**	**380**	**393**	**378**	**330**	**248**	**135**	**131**	**114**	**78**	5122	395	13
22	S	**39**	**24**	**9**	**5**	**22**	**33**	**66**	**124**	**201**	**363**	**455**	**515**	**549**	**498**	**506**	**409**	**357**	**362**	**315**	**204**	**176**	**73**	**58**	**26**	5389	549	12
23	M	**10**	**8**	**15**	**26**	**53**	**150**	**330**	**576**	**442**	**313**	**295**	**275**	**293**	**279**	**323**	**303**	**339**	**349**	**281**	**172**	**109**	**70**	**36**	**24**	5071	576	7
24	T	**15**	**14**	**7**	**21**	**47**	**143**	**340**	**567**	**409**	**294**	**290**	**272**	**310**	**279**	**265**	**319**	**358**	**316**	**264**	**146**	**84**	**61**	**47**	**27**	4895	567	7
25	W	**21**	**6**	**14**	**20**	**37**	**146**	**335**	**555**	**455**	**283**	**268**	**255**	**314**	**294**	**346**	**342**	**325**	**301**	**250**	**168**	**119**	**93**	**44**	**34**	5025	555	7
26	T	**11**	**3**	**14**	**19**	**49**	**132**	**344**	**586**	**450**	**323**	**272**	**255**	**294**	**286**	**266**	**316**	**365**	**329**	**283**	**145**	**107**	**86**	**42**	**30**	5007	586	7
27	F	**17**	**10**	**13**	**23**	**40**	**117**	**349**	**536**	**412**	**324**	**307**	**316**	**323**	**325**	**323**	**364**	**379**	**376**	**298**	**208**	**132**	**123**	**68**	**41**	5424	536	7
28	S	**30**	**13**	**22**	**8**	**27**	**44**	**137**	**240**	**304**	**347**	**378**	**437**	**423**	**482**	**421**	**492**	**688**	**548**	**394**	**279**	**170**	**136**	**148**	**73**	6241	688	16
29	S	**36**	**19**	**20**	**12**	**22**	**44**	**89**	**159**	**264**	**352**	**419**	**523**															
30	M																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
17	**8**	**11**	**21**	**44**	**135**	**342**	**566**	**438**	**302**	**286**	**274**	**297**	**284**	**295**	**319**	**344**	**324**	**268**	**159**	**102**	**78**	**46**	**30**	**4990**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
11	240	6	128	566	11%	1.000	1.055

ESTIMATED (one way)

AADT
4730

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 15
DATE OF COUNT: 04/05/2016
NOTES LANE 1: NB travel lane

FROM: **ACC RT 87I SB**
REC. SERIAL #: CM10
PLACEMENT: 805' N of Peoples Rd
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C15cTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 2014073

COUNT TAKEN BY: ORG CODE: TST INITIALS: JA
PROCESSED BY: ORG CODE: DOT INITIALS: JS

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T													**280**	**259**	**329**	**400**	**516**	**488**	**349**	**216**	**217**	**140**	**80**	**51**			
6	W	**24**	**12**	**2**	**4**	**14**	**31**	**117**	**166**	**192**	**157**	**176**	**230**	**256**	**233**	**302**	**438**	**534**	**496**	**361**	**301**	**232**	**168**	**94**	**52**	4592	534	16
7	T	**35**	**15**	**7**	**11**	**14**	**26**	**118**	**180**	**159**	**187**	**177**	**216**	**269**	**269**	**357**	**431**	**507**	**524**	**347**	**263**	**226**	**156**	**105**	**65**	4664	524	17
8	F	**26**	**11**	**9**	**9**	**10**	**22**	**111**	**165**	**182**	**179**	**189**	**257**	**287**	**322**													
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

																									ADT
28	**13**	**6**	**8**	**13**	**26**	**115**	**170**	**178**	**174**	**181**	**234**	**268**	**254**	**329**	**423**	**519**	**503**	**352**	**260**	**225**	**155**	**93**	**56**	**4583**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	74	4	72	519	11%	1.000	0.972

ESTIMATED

AADT
4715

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 15
DATE OF COUNT: 04/05/2016
NOTES LANE 1: SB travel lane

FROM: **ACC RT 87I SB**
REC. SERIAL #: CM10
PLACEMENT: 805' N of Peoples Rd
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C15cTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE: 2014073

COUNT TAKEN BY: ORG CODE: TST INITIALS: JA
PROCESSED BY: ORG CODE: DOT INITIALS: JS

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T													**309**	**249**	**269**	**284**	**280**	**278**	**208**	**150**	**107**	**69**	**41**	**24**			
6	W	**12**	**12**	**7**	**11**	**38**	**145**	**334**	**560**	**451**	**285**	**282**	**249**	**298**	**240**	**275**	**272**	**326**	**306**	**205**	**135**	**103**	**66**	**47**	**40**	4699	560	7
7	T	**10**	**4**	**8**	**18**	**44**	**141**	**345**	**532**	**407**	**272**	**266**	**253**	**267**	**254**	**238**	**287**	**270**	**269**	**223**	**144**	**121**	**72**	**60**	**30**	4535	532	7
8	F	**15**	**3**	**11**	**21**	**54**	**144**	**319**	**536**	**433**	**323**	**276**	**284**	**274**	**252**													
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

12	6	9	17	45	143	333	543	430	293	275	262	291	248	261	281	292	284	212	143	110	69	49	31	ADT 4639

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	74	4	72	543	12%	1.000	0.972

ESTIMATED

AADT
4773

STATION: **860254**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Northbound
STATE DIR CODE: 6
DATE OF COUNT: 03/26/2019
NOTES LANE 1: NB Travel Lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

FACTOR GROUP: 40
WK OF YR: 13

FROM: **I-87 SB RAMPS**
REC. SERIAL #: CF93
PLACEMENT: 800' N OF PEOPLES RD
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: CXW

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C13bTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T										261	229	236	280	271	308	431	506	556	376	259	189	144	73	51			
27	W	24	17	6	9	13	46	132	220	253	252	229	230	274	273	339	422	526	547	382	282	233	149	93	54	5005	547	17
28	T	40	18	13	12	22	41	141	213	225	244	219	235	305	276	316	434											
29	F																											
30	S																											
31	S																											

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

																								ADT
32	**18**	**10**	**10**	**18**	**44**	**136**	**216**	**239**	**252**	**226**	**234**	**286**	**273**	**321**	**429**	**516**	**552**	**379**	**270**	**211**	**146**	**83**	**52**	**4953**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	55	3	55	552	11%	1.000	0.871

ESTIMATED

AADT
5687

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 32** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 13
DATE OF COUNT: 03/26/2019
NOTES LANE 1: SB Travel Lane

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB

FROM: **I-87 SB RAMPS**
REC. SERIAL #: CF93
PLACEMENT: 800' N OF PEOPLES RD
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: CXW

TO: **CR 89 MALDEN TPK**
FUNC. CLASS: 06
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R08C13bTST5195

COUNTY: **Ulster**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T										**303**	**296**	**259**	**301**	**279**	**330**	**349**	**354**	**335**	**217**	**132**	**94**	**77**	**42**	**24**			
27	W	**5**	**7**	**13**	**26**	**46**	**148**	**346**	**567**	**437**	**329**	**280**	**261**	**301**	**257**	**316**	**403**	**400**	**352**	**257**	**147**	**93**	**50**	**36**	**22**	5099	567	7
28	T	**13**	**8**	**16**	**26**	**56**	**162**	**338**	**580**	**461**	**288**	**283**	**240**	**306**	**287**	**324**	**360**											
29	F																											
30	S																											
31	S																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
9	**8**	**14**	**26**	**51**	**155**	**342**	**574**	**449**	**307**	**286**	**253**	**303**	**274**	**323**	**371**	**377**	**344**	**237**	**140**	**94**	**64**	**39**	**23**	**5063**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	55	3	55	574	11%	1.000	0.871

ESTIMATED

AADT
5813

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR 0320** ROAD NAME: **KINGS HIGHWAY** FROM: **RAILROAD AVE** TO: **NY RT212** COUNTY: **Ulster**

DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 0042 FUNC. CLASS: 17 TOWN: **SAUGERTIES**

STATE DIR CODE: 1 WK OF YR: 19 PLACEMENT: 150 YDS. S. OF NY RT 212 NHS: no BIN:

DATE OF COUNT: 05/05/2008 @ REF MARKER: JURIS: County RR CROSSING:

NOTES LANE 0: 86800911 ADDL DATA: CC Stn: HPMS SAMPLE:

COUNT TYPE: AXLE PAIRS BATCH ID: R08-R08ulscoWWvaried

COUNT TAKEN BY: ORG CODE: LOC INITIALS: ZJW PROCESSED BY: ORG CODE: DOT INITIALS: SB

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M															**165**	**242**	**323**	**377**	**188**	**136**	**124**	**88**	**59**	**29**			
6	T	**9**	**7**	**5**	**3**	**7**	**23**	**90**	**118**	**133**	**135**	**106**	**135**	**186**	**156**	**171**	**261**	**303**	**344**	**218**	**146**	**115**	**97**	**58**	**34**	2860	344	17
7	W	**10**	**12**	**5**	**2**	**5**	**20**	**75**	**131**	**117**	**133**	**113**	**126**	**178**	**176**	**184**	**259**	**321**	**365**	**210**	**162**	**112**	**94**	**57**	**35**	2902	365	17
8	T	**17**	**5**	**6**	**4**	**6**	**17**	**81**	**113**	**108**	**146**	**109**	**120**	**187**	**176**	**189**	**256**	**324**	**347**	**207**	**177**	**129**	**88**	**53**	**33**	2898	347	17
9	F	**12**	**5**	**1**	**3**	**12**	**22**	**70**	**108**	**112**																		
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	ADT
12	**7**	**4**	**3**	**8**	**20**	**78**	**116**	**116**	**136**	**107**	**125**	**181**	**167**	**175**	**250**	**314**	**353**	**203**	**153**	**118**	**91**	**56**	**33**	**2826**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	91	5	91	353	12%	0.986	1.080

ESTIMATED (one way)

AADT

2617

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR 0320** ROAD NAME: **KINGS HIGHWAY** FROM: **RAILROAD AVE** TO: **NY RT212** COUNTY: **Ulster**

DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 0042 FUNC. CLASS: 17 TOWN: **SAUGERTIES**

STATE DIR CODE: 2 WK OF YR: 19 PLACEMENT: 150 YDS. S. OF NY RT 212 NHS: no BIN:

DATE OF COUNT: 05/05/2008 @ REF MARKER: JURIS: County RR CROSSING:

NOTES LANE 0: 86800951 ADDL DATA: CC Stn: HPMS SAMPLE:

COUNT TYPE: AXLE PAIRS BATCH ID: R08-R08ulscoWWvaried

COUNT TAKEN BY: ORG CODE: LOC INITIALS: ZJW PROCESSED BY: ORG CODE: DOT INITIALS: SB

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M															**170**	**182**	**185**	**203**	**137**	**114**	**79**	**37**	**28**	**22**			
6	T	**8**	**5**	**8**	**10**	**13**	**72**	**223**	**306**	**302**	**209**	**146**	**148**	**191**	**188**	**178**	**181**	**172**	**207**	**152**	**128**	**68**	**63**	**35**	**20**	3033	306	7
7	W	**6**	**7**	**13**	**7**	**17**	**75**	**222**	**314**	**278**	**176**	**167**	**185**	**186**	**168**	**193**	**178**	**190**	**192**	**147**	**121**	**97**	**61**	**31**	**26**	3057	314	7
8	T	**7**	**6**	**14**	**10**	**16**	**73**	**209**	**292**	**298**	**202**	**176**	**152**	**200**	**195**	**176**	**195**	**206**	**201**	**151**	**109**	**73**	**64**	**34**	**25**	3084	298	8
9	F	**12**	**1**	**9**	**8**	**15**	**66**	**215**	**308**	**282**																		
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

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

																									ADT
8	**5**	**11**	**9**	**15**	**71**	**214**	**301**	**286**	**193**	**161**	**160**	**189**	**181**	**176**	**181**	**185**	**198**	**145**	**116**	**78**	**55**	**32**	**23**	**2993**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	91	5	91	301	10%	0.986	1.080

ESTIMATED (one way)

AADT

2771

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR 0320** ROAD NAME: **KINGS HIGHWAY** FROM: **RAILROAD AVE** TO: **NY RT212** COUNTY: **Ulster**

DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 0010 FUNC. CLASS: 17 TOWN: **SAUGERTIES**

STATE DIR CODE: 1 WK OF YR: 14 PLACEMENT: 540FT SOUTH OF SR32 NHS: no LION#:

DATE OF COUNT: 04/04/2011 @ REF MARKER: JURIS: County BIN:

NOTES LANE 1: WEEK 15 NB ADDL DATA: CC Stn: RR CROSSING:

COUNT TYPE: AXLE PAIRS BATCH ID: DOT-temp HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: BJF PROCESSED BY: ORG CODE: DOT INITIALS: jh

		AM												PM													
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY																										
1	F																										
2	S																										
3	S																										
4	M																		**306**	**196**	**135**	**104**	**59**	**54**	**26**		
5	T	**16**	**5**	**4**	**2**	**7**	**16**	**78**	**86**	**111**	**117**	**111**	**110**	**174**	**140**	**164**	**239**	**320**	**305**	**247**	**122**	**116**	**96**	**56**	**27**	2669	320	16
6	W	**13**	**4**	**2**	**3**	**8**	**18**	**79**	**100**	**120**	**131**	**116**	**125**	**163**	**155**	**195**	**242**	**270**	**312**	**223**	**155**	**125**	**120**	**46**	**23**	2748	312	17
7	T	**11**	**7**	**3**	**1**	**5**	**15**	**71**	**96**	**103**	**133**	**127**	**102**	**164**	**144**	**180**	**260**	**300**	**338**	**206**	**152**	**128**	**87**	**66**	**33**	2732	338	17
8	F	**17**	**5**	**3**	**0**	**7**	**14**	**70**	**114**	**103**	**121**	**111**	**109**	**183**	**149**	**187**	**238**	**314**	**352**	**251**	**156**	**142**	**103**	**87**	**38**	2874	352	17
9	S	**21**	**16**	**10**	**4**	**5**	**5**	**33**	**58**	**80**	**105**	**120**	**174**	**160**	**194**	**181**	**208**	**174**	**175**	**130**	**132**	**124**	**113**	**75**	**40**	2337	208	15
10	S	**28**	**16**	**5**	**0**	**7**	**6**	**28**	**19**	**50**	**80**	**107**	**112**	**168**	**148**	**193**	**193**	**164**	**131**	**138**	**112**	**76**	**59**	**28**	**21**	1889	193	14
11	M	**5**	**5**	**5**	**1**	**8**	**20**	**77**	**115**																		
12	T																										
13	W																										
14	T																										
15	F																										
16	S																										
17	S																										
18	M																										
19	T																										
20	W																										
21	T																										
22	F																										
23	S																										
24	S																										
25	M																										
26	T																										
27	W																										
28	T																										
29	F																										
30	S																										

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

																								ADT
14	**5**	**3**	**2**	**7**	**16**	**74**	**101**	**108**	**124**	**115**	**111**	**165**	**144**	**178**	**244**	**293**	**311**	**215**	**139**	**117**	**89**	**55**	**27**	**2657**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	159	5	93	311	12%	0.988	1.056

ESTIMATED (one way)

AADT

2516

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR 0320** ROAD NAME: **KINGS HIGHWAY** FROM: **RAILROAD AVE** TO: **NY RT212** COUNTY: **Ulster**

DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 0010 FUNC. CLASS: 17 TOWN: **SAUGERTIES**

STATE DIR CODE: 2 WK OF YR: 14 PLACEMENT: 540FT SOUTH OF SR32 NHS: no LION#:

DATE OF COUNT: 04/04/2011 @ REF MARKER: JURIS: County BIN:

NOTES LANE 1: WEEK 15 SB ADDL DATA: CC Stn: RR CROSSING:

COUNT TYPE: AXLE PAIRS BATCH ID: DOT-temp HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: BJF PROCESSED BY: ORG CODE: DOT INITIALS: jh

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																		**157**	**129**	**101**	**47**	**47**	**28**	**16**			
5	T	**8**	**4**	**4**	**10**	**17**	**49**	**198**	**276**	**267**	**176**	**129**	**149**	**162**	**164**	**148**	**185**	**190**	**190**	**112**	**111**	**60**	**50**	**31**	**14**	2704	276	7
6	W	**6**	**2**	**5**	**11**	**20**	**47**	**195**	**279**	**253**	**208**	**164**	**167**	**199**	**166**	**192**	**183**	**187**	**184**	**139**	**105**	**68**	**59**	**34**	**12**	2885	279	7
7	T	**7**	**3**	**6**	**11**	**21**	**43**	**175**	**261**	**296**	**171**	**161**	**154**	**174**	**190**	**177**	**176**	**219**	**151**	**138**	**119**	**80**	**57**	**37**	**22**	2849	296	8
8	F	**7**	**2**	**5**	**6**	**22**	**39**	**169**	**288**	**243**	**182**	**151**	**160**	**194**	**164**	**185**	**202**	**213**	**215**	**155**	**121**	**87**	**75**	**53**	**31**	2969	288	7
9	S	**18**	**11**	**10**	**5**	**12**	**21**	**48**	**87**	**123**	**171**	**189**	**206**	**212**	**183**	**184**	**154**	**152**	**205**	**161**	**119**	**89**	**68**	**60**	**23**	2511	212	12
10	S	**11**	**8**	**6**	**5**	**4**	**17**	**31**	**44**	**86**	**119**	**178**	**195**	**191**	**210**	**168**	**153**	**156**	**130**	**107**	**76**	**55**	**45**	**31**	**15**	2041	210	13
11	M	**6**	**4**	**5**	**11**	**12**	**44**	**194**	**291**																			
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

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

7	3	5	10	20	43	184	276	262	182	149	156	176	171	170	179	197	168	128	108	63	52	32	16	ADT 2757

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	159	5	93	276	10%	0.988	1.056

ESTIMATED (one way)

AADT

2611

New York State Department of Transportation

STATION: 868009

Roadway Traffic Count Hourly Report

ROUTE/ROAD:	KINGS HIGHWAY	FROM:	RAILROAD AVE	TO:	NY RT212	REGION-COUNTY:	8-ULSTER
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Saugerties-Town-0749
ST DIR CODE:	6	END MILEPOST:	.72	FACTOR GROUP:	30	BIN:	
DOT ID:	196869	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	10/21/2014	WEEK OF YEAR:	42	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	NB travel lane	PLACEMENT:	650' S of SR 212 î	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:	SB travel lane					COUNT TYPE:	Vehicle
TAKEN BY:	TST-BEK	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW43b	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/21, Tue	**12**	**6**	**9**	**19**	**26**	**91**	**257**	**407**	**403**	**328**	**258**	**271**	**350**	**329**	**344**	**439**	**522**	**494**	**328**	**244**	**161**	**125**	**87**	**46**	5556	522	16-17
10/22, Wed	**17**	**9**	**12**	**10**	**31**	**78**	**242**	**386**	**385**	**316**	**280**	**325**	**353**	**327**	**405**	**457**	**478**	**506**	**326**	**206**	**167**	**113**	**73**	**46**	5548	506	17-18
10/23, Thu	**18**	**13**	**12**	**18**	**26**	**81**	**236**	**405**	**380**	**320**	**274**	**290**	**357**	**339**	**381**	**498**	**469**	**520**	**304**	**250**	**176**	**126**	**83**	**42**	5618	520	17-18
10/24, Fri	**22**	**6**	**12**	**18**	**28**	**89**	**261**	**403**	**385**	**293**	**288**	**350**	**385**	**403**	**419**	**527**	**576**	**524**	**372**	**270**	**201**	**183**	**136**	**85**	6236	576	16-17
10/25, Sat	**32**	**19**	**6**	**11**	**9**	**33**	**87**	**123**	**199**	**280**	**322**	**381**	**395**	**414**	**389**	**361**	**374**	**366**	**327**	**243**	**186**	**183**	**101**	**88**	4929	414	13-14
10/26, Sun	**40**	**18**	**10**	**12**	**18**	**22**	**49**	**68**	**129**	**174**	**261**	**343**	**329**	**348**	**339**	**316**	**322**	**258**	**263**	**190**	**140**	**90**	**72**	**44**	3855	348	13-14
10/27, Mon	**13**	**6**	**11**	**18**	**26**	**116**	**237**	**409**	**409**	**295**	**286**	**267**	**322**	**300**	**328**	**444**	**521**	**490**	**352**	**236**	**183**	**96**	**70**	**45**	5480	521	16-17
10/28, Tue	**28**	**9**	**13**	**12**	**26**	**94**	**255**	**417**	**392**	**281**	**275**	**274**	**345**	**371**	**391**	**483**	**512**	**525**	**352**	**278**	**182**	**138**	**72**	**47**	5772	525	17-18
10/29, Wed	**19**	**6**	**8**	**22**	**24**	**88**	**253**	**388**	**411**	**295**	**252**	**302**													2068		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	19	**8**	**11**	**17**	**27**	**87**	**249**	**402**	**395**	**304**	**273**	**297**	**345**	**333**	**370**	**464**	**500**	**507**	**332**	**243**	**174**	**120**	**77**	**45**	5600		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
9	204	6	138	507	9.1	308	11.3	284	9.9

ESTIMATED AADT		
Roadway	North	South
5298	2487	2615

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 868009

NB Traffic Count Hourly Report

ROUTE/ROAD:	KINGS HIGHWAY	FROM:	RAILROAD AVE	TO:	NY RT212	REGION-COUNTY:	8-ULSTER
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Saugerties-Town-0749
ST DIR CODE:	6	END MILEPOST:	.72	FACTOR GROUP:	30	BIN:	
DOT ID:	196869	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	10/21/2014	WEEK OF YEAR:	42	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	NB travel lane	PLACEMENT:	650' S of SR 212 î	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:	SB travel lane					COUNT TYPE:	Vehicle
TAKEN BY:	TST-BEK	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW43b	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/21, Tue	**8**	**2**	**2**	**6**	**13**	**27**	**96**	**121**	**129**	**143**	**95**	**117**	**167**	**164**	**176**	**244**	**310**	**305**	**206**	**147**	**108**	**73**	**48**	**22**	2729	310	16-17
10/22, Wed	**9**	**4**	**6**	**2**	**19**	**22**	**83**	**114**	**103**	**133**	**122**	**164**	**157**	**166**	**200**	**258**	**288**	**311**	**191**	**139**	**105**	**71**	**39**	**21**	2727	311	17-18
10/23, Thu	**12**	**8**	**1**	**6**	**13**	**26**	**80**	**120**	**108**	**124**	**117**	**126**	**164**	**166**	**195**	**265**	**267**	**309**	**177**	**162**	**109**	**81**	**47**	**23**	2706	309	17-18
10/24, Fri	**13**	**2**	**4**	**7**	**11**	**28**	**93**	**116**	**109**	**136**	**105**	**171**	**167**	**191**	**202**	**294**	**351**	**317**	**209**	**149**	**141**	**120**	**85**	**48**	3069	351	16-17
10/25, Sat	**21**	**12**	**2**	**4**	**3**	**10**	**32**	**42**	**78**	**114**	**139**	**166**	**173**	**224**	**202**	**182**	**212**	**198**	**167**	**148**	**106**	**103**	**63**	**42**	2443	224	13-14
10/26, Sun	**23**	**6**	**4**	**2**	**9**	**10**	**19**	**32**	**61**	**60**	**88**	**156**	**156**	**153**	**158**	**155**	**163**	**132**	**135**	**109**	**83**	**42**	**36**	**23**	1815	163	16-17
10/27, Mon	**5**	**4**	**3**	**8**	**13**	**33**	**80**	**120**	**118**	**126**	**117**	**129**	**153**	**150**	**162**	**256**	**309**	**294**	**200**	**146**	**111**	**70**	**37**	**24**	2668	309	16-17
10/28, Tue	**19**	**8**	**4**	**2**	**15**	**30**	**89**	**120**	**114**	**110**	**106**	**126**	**174**	**161**	**205**	**268**	**284**	**319**	**217**	**166**	**126**	**91**	**37**	**28**	2819	319	17-18
10/29, Wed	**12**	**2**	**3**	**8**	**10**	**30**	**97**	**115**	**120**	**122**	**104**	**147**													770		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	12	**4**	**3**	**5**	**14**	**27**	**88**	**118**	**114**	**128**	**109**	**140**	**163**	**161**	**188**	**258**	**292**	**308**	**198**	**152**	**112**	**77**	**42**	**24**	2737		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
9	204	6	138	507	9.1	308	11.3	284	9.9

ESTIMATED AADT		
Roadway	North	South
5298	2487	2615

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 868009

SB Traffic Count Hourly Report

ROUTE/ROAD:	KINGS HIGHWAY	FROM:	RAILROAD AVE	TO:	NY RT212	REGION-COUNTY:	8-ULSTER
FED DIR CODE:	5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	Saugerties-Town-0749
ST DIR CODE:	6	END MILEPOST:	.72	FACTOR GROUP:	30	BIN:	
DOT ID:	196869	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	10/21/2014	WEEK OF YEAR:	42	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	NB travel lane	PLACEMENT:	650' S of SR 212 î	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:	SB travel lane					COUNT TYPE:	Vehicle
TAKEN BY:	TST-BEK	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW43b	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/21, Tue	**4**	**4**	**7**	**13**	**13**	**64**	**161**	**286**	**274**	**185**	**163**	**154**	**183**	**165**	**168**	**195**	**212**	**189**	**122**	**97**	**53**	**52**	**39**	**24**	2827	286	07-08
10/22, Wed	**8**	**5**	**6**	**8**	**12**	**56**	**159**	**272**	**282**	**183**	**158**	**161**	**196**	**161**	**205**	**199**	**190**	**195**	**135**	**67**	**62**	**42**	**34**	**25**	2821	282	08-09
10/23, Thu	**6**	**5**	**11**	**12**	**13**	**55**	**156**	**285**	**272**	**196**	**157**	**164**	**193**	**173**	**186**	**233**	**202**	**211**	**127**	**88**	**67**	**45**	**36**	**19**	2912	285	07-08
10/24, Fri	**9**	**4**	**8**	**11**	**17**	**61**	**168**	**287**	**276**	**157**	**183**	**179**	**218**	**212**	**217**	**233**	**225**	**207**	**163**	**121**	**60**	**63**	**51**	**37**	3167	287	07-08
10/25, Sat	**11**	**7**	**4**	**7**	**6**	**23**	**55**	**81**	**121**	**166**	**183**	**215**	**222**	**190**	**187**	**179**	**162**	**168**	**160**	**95**	**80**	**80**	**38**	**46**	2486	222	12-13
10/26, Sun	**17**	**12**	**6**	**10**	**9**	**12**	**30**	**36**	**68**	**114**	**173**	**187**	**173**	**195**	**181**	**161**	**159**	**126**	**128**	**81**	**57**	**48**	**36**	**21**	2040	195	13-14
10/27, Mon	**8**	**2**	**8**	**10**	**13**	**83**	**157**	**289**	**291**	**169**	**169**	**138**	**169**	**150**	**166**	**188**	**212**	**196**	**152**	**90**	**72**	**26**	**33**	**21**	2812	291	08-09
10/28, Tue	**9**	**1**	**9**	**10**	**11**	**64**	**166**	**297**	**278**	**171**	**169**	**148**	**171**	**210**	**186**	**215**	**228**	**206**	**135**	**112**	**56**	**47**	**35**	**19**	2953	297	07-08
10/29, Wed	**7**	**4**	**5**	**14**	**14**	**58**	**156**	**273**	**291**	**173**	**148**	**155**													1298		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	7	**4**	**8**	**11**	**13**	**60**	**160**	**284**	**281**	**176**	**164**	**157**	**182**	**172**	**182**	**206**	**209**	**199**	**134**	**91**	**62**	**42**	**35**	**22**	2862		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	ESTIMATED AADT North	ESTIMATED AADT South
9	204	6	138	507	9.1	308	11.3	284	9.9	5298	2487	2615

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR32** ROAD NAME: **CR 31 KINGS HWY** FROM: **RAILROAD AVE** TO: **NY 212** COUNTY: **Ulster**

DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: AP13 FUNC. CLASS: 17 TOWN:

STATE DIR CODE: 6 WK OF YR: 38 PLACEMENT: 715' S OF RTE 32 NHS: no LION#:

DATE OF COUNT: 09/17/2018 @ REF MARKER: JURIS: Village BIN:

NOTES LANE 1: NB Travel Lane ADDL DATA: CC Stn: RR CROSSING:

COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08V38aTST5195 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB PROCESSED BY: ORG CODE: DOT INITIALS: MJR

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M										151	155	184	233	238	196	238	346	334	201	113	75	57	35	16			
18	T	**13**	**4**	**4**	**2**	**9**	**39**	**121**	**158**	**145**	**142**	**117**	**152**	**197**	**190**	**182**	**278**	**362**	**311**	**177**	**150**	**103**	**73**	**46**	**23**	2998	362	16
19	W	**11**	**12**	**6**	**3**	**9**	**49**	**122**	**158**	**150**	**151**	**151**	**166**	**196**	**186**	**192**	**261**	**339**	**298**	**216**	**153**	**111**	**60**	**33**	**28**	3061	339	16
20	T	**11**	**4**	**9**	**2**	**7**	**53**	**115**	**142**	**133**	**180**	**140**	**144**	**186**	**205**	**218**	**279**	**326**	**323**	**215**	**167**	**139**	**88**	**35**	**21**	3142	326	16
21	F	**13**	**8**	**7**	**6**	**9**	**42**	**111**	**147**	**141**																		
22	S																											
23	S																											
24	M																											
25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											

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

12	7	6	3	8	46	117	151	142	156	141	162	203	205	197	264	343	316	202	146	107	70	37	22	ADT 3063

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	96	5	96	343	11%	1.000	1.078

ESTIMATED

AADT

2841

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR32** ROAD NAME: **CR 31 KINGS HWY** FROM: **RAILROAD AVE** TO: **NY 212** COUNTY: **Ulster**

DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: AP13 FUNC. CLASS: 17 TOWN:

STATE DIR CODE: 7 WK OF YR: 38 PLACEMENT: 715' S OF RTE 32 NHS: no LION#:

DATE OF COUNT: 09/17/2018 @ REF MARKER: JURIS: Village BIN:

NOTES LANE 1: SB travel Lane ADDL DATA: CC Stn: RR CROSSING:

COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R08V38aTST5195 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JTB PROCESSED BY: ORG CODE: DOT INITIALS: MJR

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M										**177**	**173**	**165**	**226**	**197**	**193**	**222**	**234**	**237**	**125**	**95**	**58**	**46**	**20**	**23**			
18	T	**6**	**4**	**4**	**8**	**19**	**75**	**178**	**320**	**273**	**196**	**161**	**156**	**202**	**193**	**208**	**221**	**241**	**231**	**131**	**112**	**73**	**45**	**33**	**21**	3111	320	7
19	W	**12**	**2**	**7**	**8**	**23**	**68**	**212**	**290**	**275**	**215**	**204**	**192**	**192**	**201**	**181**	**237**	**243**	**229**	**161**	**128**	**89**	**40**	**32**	**17**	3258	290	7
20	T	**8**	**14**	**7**	**14**	**15**	**82**	**196**	**292**	**295**	**199**	**170**	**162**	**190**	**194**	**178**	**223**	**229**	**251**	**154**	**134**	**86**	**31**	**38**	**20**	3182	295	8
21	F	**16**	**3**	**5**	**12**	**19**	**72**	**202**	**272**	**250**																		
22	S																											
23	S																											
24	M																											
25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											

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

																								ADT
10	**6**	**6**	**10**	**19**	**74**	**197**	**294**	**273**	**197**	**177**	**169**	**202**	**196**	**190**	**226**	**237**	**237**	**143**	**117**	**76**	**40**	**31**	**20**	**3147**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	96	5	96	294	9%	1.000	1.078

ESTIMATED

AADT

2919

ATTACHMENT E: CORRESPONDECE WITH TOWN ON OTHER DEVELOPMENTS

Nicholas Merrifield

From: Becky Bertorelli <bbertorelli@saugertiesny.gov>
Sent: Thursday, November 21, 2024 9:11 AM
To: Nicholas Merrifield
Subject: Re: Background Information for Proposed Development in Saugerties

EXTERNAL

The majority of the proposed or approved development that is currently before the Planning Board is located more towards the south side of Saugerties within the Glasco area. Those projects include:

Wyldwyck - 72 unit facility made up of an inn and cabins - Liberty Street Extension - Approved 2007
The Summit - 160-unit residential complex - 260 Glasco Turnpike/Rt. 9W - Approved 2022
The Villa Residences - 80-unit mixed use residential complex - Spaulding Lane - Pending
Stone Creek Commons - 50-unit mixed use housing complex - 3190 Route 9W - Pending
Pond View Apartments - 24-unit apartment complex - 14 Stevens Drive - Pending

Becky Bertorelli
Planning Board Secretary
Zoning Board of Appeals Secretary
Town of Saugerties
Planning Board
4 High Street
Saugerties, NY 12477
845-246-2800 ext. 358

This e-mail may contain confidential and/or privileged information. Unless you are the addressee (or authorized to receive mail for the addressee) you may not use, copy, or disclose to anyone the information contained in this message. If you have received this e-mail in error, please notify the sender immediately and delete this message. Thank you.
845-246-2800 ext. 358

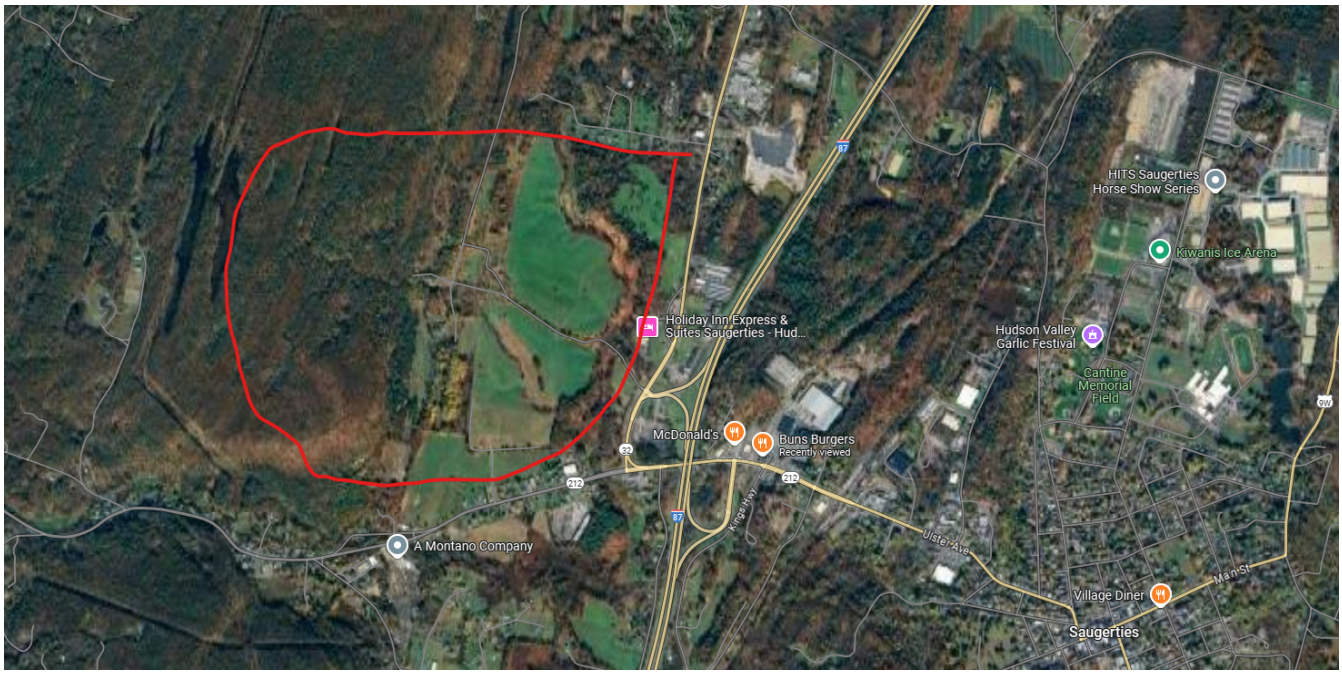
On Thu, Nov 21, 2024 at 8:24 AM Nicholas Merrifield <nmerrifield@passero.com> wrote:

Caution! This message was sent from outside your organization.

Hi Becky,

We are putting together a traffic impact study for a proposed development in the Town of Saugerties. In order to complete this we need to know if there are any projects in the area that are currently in

construction or are approved for construction that will affect our area of study. The proposed location is to the west of NY-32, and to the north of NY-212. See snip below for a snip of google maps of where the project will be located drawn in red. If there are any projects that are currently in construction or have been approved for construction which impact traffic on NY-32, NY-212 or any roadway in the Town, could you send us any information that you have on them, so we can account for them in our study?



Thanks,

Nick Merrifield, EIT

Junior Traffic Engineer

315-382-1439

PASSERO ASSOCIATES

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ATTACHMENT F: TRIP GENERATION CALCULATIONS

PROJECT DETAILS

Project Name:	Winstion Farm AOR South	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	12/12/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	5
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	2	1	0		160	366	526
Scenario - 2	PM Peak	2	1	0		513	353	866
Scenario - 3	Friday Peak	2	1	0		580	374	954
Scenario - 4	Saturday Peak	2	1	0		484	422	906
Scenario - 5	Sunday Peak	2	1	0		411	380	791

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	717	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	112	336	448
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.91Ln(X) + 0.12	25%	75%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	45	Weekday, Peak Hour of Adjacent Street Traffic,	Average	48	30	78
Data Source: Trip Generation Manual, 11th Ed					1.73	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	112	336	0	0	112	336
	448		0		448	
821 - Shopping Plaza (40-150k) - Supermarket - No	48	30	0	0	48	30
	78		0		78	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	112	336	448
821 - Shopping Plaza (40-150k) - Supermarket - No	48	30	78

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	160	366	526
External Vehicle Trips	160	366	526
New Vehicle Trips	160	366	526

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	717	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	399	234	633
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.94Ln(X) + 0.27	63%	37%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	45	Weekday, Peak Hour of Adjacent Street Traffic,	Average	114	119	233
Data Source: Trip Generation Manual, 11th Ed					5.19	49%	51%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	399	234	0	0	399	234
	633		0		633	
821 - Shopping Plaza (40-150k) - Supermarket - No	114	119	0	0	114	119
	233		0		233	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	399	234	633
821 - Shopping Plaza (40-150k) - Supermarket - No	114	119	233

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	513	353	866
External Vehicle Trips	513	353	866
New Vehicle Trips	513	353	866

Scenario - 3

Scenario Name: Friday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	717	Weekday, PM Peak Hour of Generator	Best Fit (LOG)	415	233	648
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.93Ln(X) + 0.36	64%	36%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	45	Weekday, PM Peak Hour of Generator	Best Fit (LIN)	165	141	306
Data Source: Trip Generation Manual, 11th Ed					T = 3.43(X) + 151.66	54%	46%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	64	36
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	54	46

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	415	233	0	0	415	233
	648		0		648	
821 - Shopping Plaza (40-150k) - Supermarket - No	165	141	0	0	165	141
	306		0		306	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	415	233	648
821 - Shopping Plaza (40-150k) - Supermarket - No	165	141	306

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	580	374	954
External Vehicle Trips	580	374	954
New Vehicle Trips	580	374	954

Scenario - 4

Scenario Name: Saturday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	717	Saturday, Peak Hour of Generator	Best Fit (LIN)	338	288	626
Data Source: Trip Generation Manual, 11th Ed					T = 0.86(X) + 9.72	54%	46%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	45	Saturday, Peak Hour of Generator	Average	146	134	280
Data Source: Trip Generation Manual, 11th Ed					6.22	52%	48%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	54	46
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	52	48

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	338	288	0	0	338	288
	626		0		626	
821 - Shopping Plaza (40-150k) - Supermarket - No	146	134	0	0	146	134
	280		0		280	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	338	288	626
821 - Shopping Plaza (40-150k) - Supermarket - No	146	134	280

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	484	422	906
External Vehicle Trips	484	422	906
New Vehicle Trips	484	422	906

Scenario - 5

Scenario Name: Sunday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	717	Sunday, Peak Hour of Generator	Best Fit (LIN)	307	272	579
Data Source: Trip Generation Manual, 11th Ed					T = 0.80(X) + 4.76	53%	47%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	45	Sunday, Peak Hour of Generator	Average	104	108	212
Data Source: Trip Generation Manual, 11th Ed					4.71	49%	51%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	53	47
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	307	272	0	0	307	272
	579		0		579	
821 - Shopping Plaza (40-150k) - Supermarket - No	104	108	0	0	104	108
	212		0		212	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	307	272	579
821 - Shopping Plaza (40-150k) - Supermarket - No	104	108	212

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	411	380	791
External Vehicle Trips	411	380	791
New Vehicle Trips	411	380	791

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	78	48	30
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	448	112	336
Hotel				0		
All Other Land Uses[2]				0		
Total				526	160	366

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	3%	1.09	0%	2%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	3	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	584	183	401
Internal Capture Percentage	2%	4%	2%
External Vehicle-Trips[3]	504	150	354
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	11	4	7

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	9%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	48	56	1.16	30	35
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	112	127	1.09	336	366
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	10		5	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	4	73	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		18	0	0	0	0
Retail	0		0	0	3	0
Restaurant	0	4		0	6	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	2	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	4	52	56	44	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	124	127	106	0	4
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	32	35	28	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	362	366	326	0	7
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	233	114	119
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	633	399	234
Hotel				0		
All Other Land Uses[2]				0		
Total				866	513	353

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1065	
Restaurant						
Cinema/Entertainment						
Residential		1065				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	33	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,020	597	423
Internal Capture Percentage	8%	7%	10%
External Vehicle-Trips[3]	773	465	308
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	24	13	11

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	24%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	4%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	114	138	1.18	119	140
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	399	459	1.21	234	283
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		41	6	33	7
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	88	59	0		8
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	0	0	18	0
Retail	0		0	0	211	0
Restaurant	0	69		0	73	0
Cinema/Entertainment	0	6	0		18	0
Residential	0	10	0	0		0
Hotel	0	3	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	128	138	106	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	33	426	459	359	0	13
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	33	107	140	91	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	273	283	217	0	11
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Friday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	306	165	141
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	648	415	233
Hotel				0		
All Other Land Uses[2]				0		
Total				954	580	374

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1065	
Restaurant						
Cinema/Entertainment						
Residential		1065				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	39	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	15	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,125	677	448
Internal Capture Percentage	10%	8%	12%
External Vehicle-Trips[3]	843	523	320
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	24	13	11

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	8%	5%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	165	200	1.18	141	166
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	415	477	1.21	233	282
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		48	7	39	8
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	88	59	0		8
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		16	0	0	19	0
Retail	0		0	0	219	0
Restaurant	0	100		0	76	0
Cinema/Entertainment	0	8	0		19	0
Residential	0	15	0	0		0
Hotel	0	4	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	15	185	200	153	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	39	438	477	370	0	13
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	39	127	166	108	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	267	282	212	0	11
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	280	146	134
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	626	338	288
Hotel				0		
All Other Land Uses[2]				0		
Total				906	484	422

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1065	
Restaurant						
Cinema/Entertainment						
Residential		1065				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	37	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	13	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,072	566	506
Internal Capture Percentage	9%	9%	10%
External Vehicle-Trips[3]	802	433	369
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	24	11	13

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	10%	4%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	146	177	1.18	134	158
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	338	389	1.21	288	348
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		46	6	37	8
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	14	108	73	0		10
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	16	0
Retail	0		0	0	179	0
Restaurant	0	89		0	62	0
Cinema/Entertainment	0	7	0		16	0
Residential	0	13	0	0		0
Hotel	0	4	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	13	164	177	136	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	37	352	389	297	0	11
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	37	121	158	103	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	335	348	266	0	13
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Sunday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	212	104	108
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	579	307	272
Hotel				0		
All Other Land Uses[2]				0		
Total				791	411	380

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1065	
Restaurant						
Cinema/Entertainment						
Residential		1065				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	30	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	9	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	935	479	456
Internal Capture Percentage	8%	8%	9%
External Vehicle-Trips[3]	705	369	336
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	23	10	13

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	24%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	8%	3%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	104	126	1.18	108	127
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	307	353	1.21	272	329
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		37	5	30	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	13	102	69	0		10
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	0	0	14	0
Retail	0		0	0	162	0
Restaurant	0	63		0	56	0
Cinema/Entertainment	0	5	0		14	0
Residential	0	9	0	0		0
Hotel	0	3	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	9	117	126	97	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	30	323	353	272	0	10
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	30	97	127	82	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	320	329	254	0	13
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project: **Winston Farm**
Location: **Town of Saugerties, NY**
Scenario: **AOR South**

Description	ITE LUC	SIZE/ UNITS				AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR		% of Total Trips				
						Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	PM	FRIDAY	SATURDAY	SUNDAY
Single Family Detached Housing	210	717 DU				112	336	399	234	415	233	338	288	307	272	85%	73%	68%	69%	73%
Shopping Plaza (60-150k)	821	45,000 SF				48	30	114	119	165	141	146	134	104	108	15%	27%	32%	31%	27%
Sub-Total Site Generated Trips						**160**	**366**	**513**	**353**	**580**	**374**	**484**	**422**	**411**	**380**	100%	100%	100%	100%	100%
Single Family Detached Housing	210	717 DU				112	336	379	229	394	228	319	282	292	267					
Shopping Plaza (60-150k)	821	45,000 SF				48	30	108	105	157	127	140	119	99	94					
Total Net Site Generated Trips						**160**	**366**	**487**	**334**	**551**	**356**	**460**	**401**	**391**	**361**					
	AM	PM	Friday	Saturday	Sunday															
Retail - Pass-By	*0%*	*40%*	*31%*	*31%*	*31%*	0	0	43	42	49	40	43	37	31	29					
Retail - Diverted	*0%*	*23%*	*22%*	*22%*	*22%*	0	0	25	24	34	28	31	26	22	21					
Total Residential Primary Trips						**112**	**336**	**379**	**229**	**394**	**228**	**319**	**282**	**292**	**267**					
Total Retail Primary Trips						**48**	**30**	**40**	**39**	**74**	**60**	**66**	**56**	**47**	**44**					
Total Primary Trips						**160**	**366**	**419**	**268**	**468**	**288**	**385**	**338**	**338**	**311**					
Multi-use Trips						0	0	26	19	29	18	24	21	20	19					

Base Internal Capture Percentages

AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR	
Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
2%	1%	7%	4%	8%	5%	10%	4%	8%	3%
7%	9%	7%	24%	8%	23%	7%	23%	7%	24%
				Adjusted Internal Capture Percentages					
0%	0%	5%	2%	5%	2%	6%	2%	5%	2%
0%	0%	5%	12%	5%	10%	4%	12%	4%	13%

AM Peak Hour		PM Peak Hour		Friday Peak Hour		Saturday Peak Hour		Sunday Peak Hour		
enter	exit	enter	exit	enter	exit	enter	exit	enter	exit	
4%	2%	7%	10%	8%	12%	9%	10%	8%	9%	**Base %**
0%	0%	5%	5%	5%	5%	5%	5%	5%	5%	**Adjusted %**
100%	100%	29%	50%	38%	58%	44%	50%	38%	44%	**% change**

PROJECT DETAILS

Project Name:	Winstion Farm AOR NE	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	12/13/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	5
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	2	1	0		167	128	295
Scenario - 2	PM Peak	2	1	0		405	405	810
Scenario - 3	Friday Peak	2	1	0		389	321	710
Scenario - 4	Saturday Peak	2	1	0		564	519	1083
Scenario - 5	Sunday Peak	2	1	0		361	371	732

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	56	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	11	33	44
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.91Ln(X) + 0.12	25%	75%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	145	Weekday, Peak Hour of Adjacent Street Traffic,	Average	156	95	251
Data Source: Trip Generation Manual, 11th Ed					1.73	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	11	33	0	0	11	33
	44		0		44	
821 - Shopping Plaza (40-150k) - Supermarket - No	156	95	0	0	156	95
	251		0		251	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	11	33	44
821 - Shopping Plaza (40-150k) - Supermarket - No	156	95	251

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	167	128	295
External Vehicle Trips	167	128	295
New Vehicle Trips	167	128	295

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	56	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	36	21	57
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.94Ln(X) + 0.27	63%	37%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	145	Weekday, Peak Hour of Adjacent Street Traffic,	Average	369	384	753
Data Source: Trip Generation Manual, 11th Ed					5.19	49%	51%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	36	21	0	0	36	21
	57		0		57	
821 - Shopping Plaza (40-150k) - Supermarket - No	369	384	0	0	369	384
	753		0		753	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	36	21	57
821 - Shopping Plaza (40-150k) - Supermarket - No	369	384	753

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	405	405	810
External Vehicle Trips	405	405	810
New Vehicle Trips	405	405	810

Scenario - 3

Scenario Name: Friday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	56	Weekday, PM Peak Hour of Generator	Best Fit (LOG)	39	22	61
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.93Ln(X) + 0.36	64%	36%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	145	Weekday, PM Peak Hour of Generator	Best Fit (LIN)	350	299	649
Data Source: Trip Generation Manual, 11th Ed					T = 3.43(X) + 151.66	54%	46%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	64	36
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	54	46

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	39	22	0	0	39	22
	61		0		61	
821 - Shopping Plaza (40-150k) - Supermarket - No	350	299	0	0	350	299
	649		0		649	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	39	22	61
821 - Shopping Plaza (40-150k) - Supermarket - No	350	299	649

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	389	321	710
External Vehicle Trips	389	321	710
New Vehicle Trips	389	321	710

Scenario - 4

Scenario Name: Saturday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	56	Saturday, Peak Hour of Generator	Best Fit (LIN)	31	27	58
Data Source: Trip Generation Manual, 11th Ed					T = 0.86(X) + 9.72	54%	46%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	145	Saturday, Peak Hour of Generator	Best Fit (LIN)	533	492	1025
Data Source: Trip Generation Manual, 11th Ed					T = 7.75(X) - 98.93	52%	48%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	54	46
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	52	48

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	31	27	0	0	31	27
	58		0		58	
821 - Shopping Plaza (40-150k) - Supermarket - No	533	492	0	0	533	492
	1025		0		1025	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	31	27	58
821 - Shopping Plaza (40-150k) - Supermarket - No	533	492	1025

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	564	519	1083
External Vehicle Trips	564	519	1083
New Vehicle Trips	564	519	1083

Scenario - 5

Scenario Name: Sunday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	56	Sunday, Peak Hour of Generator	Best Fit (LIN)	26	23	49
Data Source: Trip Generation Manual, 11th Ed					T = 0.80(X) + 4.76	53%	47%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	145	Sunday, Peak Hour of Generator	Average	335	348	683
Data Source: Trip Generation Manual, 11th Ed					4.71	49%	51%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	53	47
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	26	23	0	0	26	23
	49		0		49	
821 - Shopping Plaza (40-150k) - Supermarket - No	335	348	0	0	335	348
	683		0		683	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	26	23	49
821 - Shopping Plaza (40-150k) - Supermarket - No	335	348	683

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	361	371	732
External Vehicle Trips	361	371	732
New Vehicle Trips	361	371	732

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	145,000	SF	251	156	95
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	56	Dwelling Units	44	11	33
Hotel				0		
All Other Land Uses[2]				0		
Total				295	167	128

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	3%	1.09	0%	2%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	341	195	146
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips[3]	294	167	127
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	1	0	1

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	156	183	1.16	95	110
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	11	12	1.09	33	36
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	32		14	0	15	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	7	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		59	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	15		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	0	0		0
Hotel	0	7	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	183	183	156	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	12	12	11	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	110	110	95	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	36	36	32	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	145,000	SF	753	369	384
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	56	Dwelling Units	57	36	21
Hotel				0		
All Other Land Uses[2]				0		
Total				810	405	405

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					450	
Restaurant						
Cinema/Entertainment						
Residential		450				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	19	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	965	487	478
Internal Capture Percentage	6%	6%	6%
External Vehicle-Trips[3]	758	378	380
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	2	1	1

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	4%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	40%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	369	446	1.18	384	453
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	36	41	1.21	21	25
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	9		131	18	118	23
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	10	5	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		36	0	0	2	0
Retail	0		0	0	19	0
Restaurant	0	223		0	7	0
Cinema/Entertainment	0	18	0		2	0
Residential	0	41	0	0		0
Hotel	0	9	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	436	446	360	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	19	22	41	18	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	19	434	453	368	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	15	25	12	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	38.9%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	9.3%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Friday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	649	350	299
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	61	39	22
Hotel				0		
All Other Land Uses[2]				0		
Total				710	389	321

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					450	
Restaurant						
Cinema/Entertainment						
Residential		450				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	21	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	849	469	380
Internal Capture Percentage	7%	7%	8%
External Vehicle-Trips[3]	656	362	294
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	2	1	1

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	37%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	350	424	1.18	299	353
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	39	45	1.21	22	27
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		102	14	92	18
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	10	6	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	2	0
Retail	0		0	0	21	0
Restaurant	0	212		0	7	0
Cinema/Entertainment	0	17	0		2	0
Residential	0	39	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	414	424	342	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	21	24	45	20	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	21	332	353	281	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	17	27	13	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	1025	533	492
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	58	31	27
Hotel				0		
All Other Land Uses[2]				0		
Total				1083	564	519

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					450	
Restaurant						
Cinema/Entertainment						
Residential		450				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	13	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,295	681	614
Internal Capture Percentage	5%	4%	5%
External Vehicle-Trips[3]	1,032	538	494
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	2	1	1

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	3%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	39%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	533	645	1.18	492	581
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	31	36	1.21	27	33
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	12		168	23	151	29
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	13	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		52	0	0	1	0
Retail	0		0	0	17	0
Restaurant	0	323		0	6	0
Cinema/Entertainment	0	26	0		1	0
Residential	0	60	0	0		0
Hotel	0	13	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	13	632	645	522	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	17	19	36	16	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	17	564	581	478	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	20	33	16	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	AOR NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Sunday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	45,000	SF	683	335	348
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	717	Dwelling Units	49	26	23
Hotel				0		
All Other Land Uses[2]				0		
Total				732	361	371

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					450	
Restaurant						
Cinema/Entertainment						
Residential		450				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	14	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	11	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	874	435	439
Internal Capture Percentage	6%	6%	6%
External Vehicle-Trips[3]	689	340	349
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	1	0	1

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	3%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	39%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	335	405	1.18	348	411
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	26	30	1.21	23	28
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	8		119	16	107	21
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	11	6	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		32	0	0	1	0
Retail	0		0	0	14	0
Restaurant	0	203		0	5	0
Cinema/Entertainment	0	16	0		1	0
Residential	0	37	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	11	394	405	326	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	14	16	30	14	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	14	397	411	336	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	17	28	13	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project: **Winston Farm**
Location: **Town of Saugerties, NY**
Scenario: **AOR NE**

Description	ITE LUC	SIZE/ UNITS	AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR		% of Total Trips				
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	PM	FRIDAY	SATURDAY	SUNDAY
Single Family Detached Housing	210	56 DU	11	33	36	21	39	22	31	27	26	23	15%	7%	9%	5%	7%
Shopping Plaza (60-150k)	821	145,000 SF	156	95	369	384	350	299	533	492	335	348	85%	93%	91%	95%	93%
Sub-Total Site Generated Trips			**167**	**128**	**405**	**405**	**389**	**321**	**564**	**519**	**361**	**371**	100%	100%	100%	100%	100%
Single Family Detached Housing	210	56 DU	#DIV/0!	#DIV/0!	36	21	39	22	31	27	26	23					
Shopping Plaza (60-150k)	821	145,000 SF	#DIV/0!	#DIV/0!	369	384	350	299	533	492	335	348					
Total Net Site Generated Trips			**#DIV/0!**	**#DIV/0!**	**405**	**405**	**389**	**321**	**564**	**519**	**361**	**371**					
	AM	PM	Friday	Saturday	Sunday												
Retail - Pass-By	*0%*	*29%*	*31%*	*19%*	*31%*	#DIV/0!	#DIV/0!	107	111	109	93	101	93	104	108		
Retail - Diverted	*0%*	*34%*	*22%*	*34%*	*22%*	#DIV/0!	#DIV/0!	125	131	77	66	181	167	74	77		
Total Residential Primary Trips						**11**	**33**	**36**	**21**	**39**	**22**	**31**	**27**	**26**	**23**		
Total Retail Primary Trips						**156**	**95**	**137**	**142**	**165**	**141**	**251**	**231**	**157**	**164**		
Total Primary Trips						**167**	**128**	**173**	**163**	**204**	**163**	**282**	**258**	**183**	**187**		
Multi-use Trips						#DIV/0!	#DIV/0!	0	0	0	0	0	0	0	0		
Pass-by and Diverted Trips						#DIV/0!	#DIV/0!	232	242	186	158	282	261	178	184		

Base Internal Capture Percentages

AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR	
Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
0%	0%	46%	40%	47%	37%	47%	39%	47%	39%
0%	0%	2%	4%	2%	6%	2%	3%	3%	3%
Adjusted Internal Capture Percentages									
#DIV/0!	#DIV/0!	0%	0%	0%	0%	0%	0%	0%	0%
#DIV/0!	#DIV/0!	0%	0%	0%	0%	0%	0%	0%	0%

AM Peak Hour		PM Peak Hour		Friday Peak Hour		Saturday Peak Hour		Sunday Peak Hour		
enter	exit	enter	exit	enter	exit	enter	exit	enter	exit	
0%	0%	6%	6%	7%	8%	4%	5%	6%	6%	**Base %**
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**Adjusted %**
#DIV/0!	#DIV/0!	100%	100%	100%	100%	100%	100%	100%	100%	**% change**

PROJECT DETAILS

Project Name:	Winston Farm SP South	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	12/10/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	5
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	7	1	0		504	485	989
Scenario - 2	PM Peak	7	1	0		1058	1031	2089
Scenario - 3	Friday Peak	7	1	0		1180	1130	2310
Scenario - 4	Saturday Peak	7	1	0		1308	1208	2516
Scenario - 5	Sunday Peak	7	1	0		783	792	1575

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
110 - General Light Industrial	General	1000 Sq. Ft. GFA	250	Weekday, Peak Hour of	Best Fit (LIN)	153	21	174
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.68(X) + 3.81	88%	12%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	349.8	Weekday, Peak Hour of	Best Fit (LIN)	211	129	340
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.59(X) + 133.55	62%	38%	
210 - Single-Family Detached Housing	General	Dwelling Units	154	Weekday, Peak Hour of	Best Fit (LOG)	28	83	111
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.91Ln(X) + 0.12	25%	75%	
215 - Single-Family Attached Housing	General	Dwelling Units	110	Weekday, Peak Hour of	Best Fit (LIN)	13	39	52
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.52(X) - 5.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	650	Weekday, Peak Hour	Best Fit (LIN)	54	171	225
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	T = 0.31(X) + 22.85	24%	76%	
310 - Hotel	General	Rooms	150	Weekday, Peak Hour of	Best Fit (LIN)	38	30	68
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.50(X) - 7.45	56%	44%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	100	Weekday, Peak Hour of	Best Fit (LIN)	7	12	19
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.16(X) + 2.93	36%	64%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	88	12
820 - Shopping Center (	150k)	100	100	1	1	62
210 - Single-Family Detached Housing	100	100	1	1	25	75
215 - Single-Family Attached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
310 - Hotel	100	100	1	1	56	44
416 - Campground/Recreational Vehicle Park	100	100	1	1	36	64

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	199	27	0	0	199	27
	226		0		226	
820 - Shopping Center (	150k)	211	129	0	0	211
	340		0		340	
210 - Single-Family Detached Housing	28	83	0	0	28	83
	111		0		111	
215 - Single-Family Attached Housing	13	39	0	0	13	39
	52		0		52	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	54	171	0	0	54	171
	225		0		225	
310 - Hotel	38	30	0	0	38	30
	68		0		68	
416 - Campground/Recreational Vehicle Park	7	12	0	0	7	12
	19		0		19	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	153	21	174
820 - Shopping Center (	150k)	211	129
210 - Single-Family Detached Housing	28	83	111
215 - Single-Family Attached Housing	13	39	52
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	54	171	225
310 - Hotel	38	30	68
416 - Campground/Recreational Vehicle Park	7	12	19

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	504	485	989
External Vehicle Trips	504	485	989
New Vehicle Trips	504	485	989

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
110 - General Light Industrial	General	1000 Sq. Ft. GFA	250	Weekday, Peak Hour of	Best Fit (LOG)	11	67	78
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.72Ln(X) + 0.38	14%	86%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	349.8	Weekday, Peak Hour of	Best Fit (LOG)	667	723	1390
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.72Ln(X) + 3.02	48%	52%	
210 - Single-Family Detached Housing	General	Dwelling Units	154	Weekday, Peak Hour of	Best Fit (LOG)	94	55	149
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.94Ln(X) + 0.27	63%	37%	
215 - Single-Family Attached Housing	General	Dwelling Units	110	Weekday, Peak Hour of	Best Fit (LIN)	37	25	62
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.60(X) - 3.93	59%	41%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	650	Weekday, Peak Hour	Best Fit (LIN)	189	111	300
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	T = 0.43(X) + 20.55	63%	37%	
310 - Hotel	General	Rooms	150	Weekday, Peak Hour of	Best Fit (LIN)	42	41	83
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.74(X) - 27.89	51%	49%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	100	Weekday, Peak Hour of	Average	18	9	27
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	0.27	65%	35%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	14	86
820 - Shopping Center (	150k)	100	100	1	1	48
210 - Single-Family Detached Housing	100	100	1	1	63	37
215 - Single-Family Attached Housing	100	100	1	1	59	41
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	63	37
310 - Hotel	100	100	1	1	51	49
416 - Campground/Recreational Vehicle Park	100	100	1	1	65	35

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	14	87	0	0	14	87
	101		0		101	
820 - Shopping Center (	150k)	667	723	0	0	667
	1390		0		1390	
210 - Single-Family Detached Housing	94	55	0	0	94	55
	149		0		149	
215 - Single-Family Attached Housing	37	25	0	0	37	25
	62		0		62	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	189	111	0	0	189	111
	300		0		300	
310 - Hotel	42	41	0	0	42	41
	83		0		83	
416 - Campground/Recreational Vehicle Park	18	9	0	0	18	9
	27		0		27	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	11	67	78
820 - Shopping Center (	150k)	667	723
210 - Single-Family Detached Housing	94	55	149
215 - Single-Family Attached Housing	37	25	62
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	189	111	300
310 - Hotel	42	41	83
416 - Campground/Recreational Vehicle Park	18	9	27

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1058	1031	2089
External Vehicle Trips	1058	1031	2089
New Vehicle Trips	1058	1031	2089

Scenario - 3

Scenario Name: Friday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
110 - General Light Industrial	General	1000 Sq. Ft. GFA	250	Weekday, PM Peak Hour	Best Fit (LIN)	30	137	167
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	T = 0.63(X) + 10.15	18%	82%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	349.8	Weekday, PM Peak Hour	Best Fit (LIN)	742	742	1484
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	T = 3.72(X) + 181.92	50%	50%	
210 - Single-Family Detached Housing	General	Dwelling Units	154	Weekday, PM Peak Hour	Best Fit (LOG)	99	56	155
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	Ln(T) =0.93Ln(X) + 0.36	64%	36%	
215 - Single-Family Attached Housing	General	Dwelling Units	110	Weekday, PM Peak Hour	Best Fit (LOG)	41	25	66
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	Ln(T) =0.88Ln(X) + 0.06	62%	38%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	650	Weekday, PM Peak	Best Fit (LIN)	191	117	308
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Hour of Generator	T = 0.42(X) + 34.78	62%	38%	
310 - Hotel	General	Rooms	150	Weekday, PM Peak Hour	Best Fit (LOG)	52	37	89
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	Ln(T) =0.95Ln(X) - 0.27	58%	42%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	100	Weekday, PM Peak Hour	Average	25	16	41
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	0.41	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	18	82
820 - Shopping Center (	150k)	100	100	1	1	50
210 - Single-Family Detached Housing	100	100	1	1	64	36
215 - Single-Family Attached Housing	97.3	96.2	1.2	1.2	62	38
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	97.3	96.2	1.2	1.2	62	38
310 - Hotel	98.7	98	1.3	1.3	58	42
416 - Campground/Recreational Vehicle Park	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	39	179	0	0	39	179
	218		0		218	
820 - Shopping Center (	150k)	742	742	0	0	742
	1484		0		1484	
210 - Single-Family Detached Housing	99	56	0	0	99	56
	155		0		155	
215 - Single-Family Attached Housing	49	30	1	1	50	31
	79		2		81	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	229	140	6	6	235	146
	369		12		381	
310 - Hotel	67	49	1	1	68	50
	116		2		118	
416 - Campground/Recreational Vehicle Park	25	16	0	0	25	16
	41		0		41	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	30	137	167
820 - Shopping Center (	150k)	742	742
210 - Single-Family Detached Housing	99	56	155
215 - Single-Family Attached Housing	41	25	66
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	191	117	308
310 - Hotel	52	37	89
416 - Campground/Recreational Vehicle Park	25	16	41

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1180	1130	2310
External Vehicle Trips	1180	1130	2310
New Vehicle Trips	1180	1130	2310

Scenario - 4

Scenario Name: Saturday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
110 - General Light Industrial	General Urban/Suburban	1000 Sq. Ft. GFA	250	Saturday	Average	86	86	172
Data Source: Trip Generation Manual, 11th Ed					0.69	50%	50%	
	Based on ITE data, the Saturday peak hour will be 10.1% of the total daily traffic					9	9	18
820 - Shopping Center (>150k)	General Urban/Suburban	1000 Sq. Ft. GLA	349.8	Saturday, Peak Hour of Generator	Best Fit (LOG)	896	827	1723
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.76Ln(X) + 3.00	52%	48%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	154	Saturday, Peak Hour of Generator	Best Fit (LIN)	77	65	142
Data Source: Trip Generation Manual, 11th Ed					T = 0.86(X) + 9.72	54%	46%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	110	Saturday, Peak Hour of Generator	Average	30	33	63
Data Source: Trip Generation Manual, 11th Ed					0.57	48%	52%	
220 - Multifamily Housing (Low-Rise) - Not	General Urban/Suburban	Dwelling Units	650	Saturday, Peak Hour of Generator	Average	133	133	266
Data Source: Trip Generation Manual, 11th Ed					0.41	50%	50%	
310 - Hotel	General Urban/Suburban	Rooms	150	Saturday, Peak Hour of Generator	Best Fit (LIN)	61	48	109
Data Source: Trip Generation Manual, 11th Ed					T = 0.69(X) + 5.95	56%	44%	
416 - Campground/Recreational Vehicle Park	General Urban/Suburban	Occupied Campsites	100	Weekday, PM Peak Hour of Generator	Average	25	16	41
Data Source: Trip Generation Manual, 11th Ed					0.41	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	50	50
820 - Shopping Center (	150k)	100	100	1	1	52
210 - Single-Family Detached Housing	100	100	1	1	54	46
215 - Single-Family Attached Housing	100	100	1	1	48	52
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	50	50
310 - Hotel	100	100	1	1	56	44
416 - Campground/Recreational Vehicle Park	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	112	112	0	0	112	112
	224		0		224	
820 - Shopping Center (	150k)	896	827	0	0	896
	1723		0		1723	
210 - Single-Family Detached Housing	77	65	0	0	77	65
	142		0		142	
215 - Single-Family Attached Housing	30	33	0	0	30	33
	63		0		63	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	133	133	0	0	133	133
	266		0		266	
310 - Hotel	61	48	0	0	61	48
	109		0		109	
416 - Campground/Recreational Vehicle Park	25	16	0	0	25	16
	41		0		41	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	86	86	172
820 - Shopping Center (	150k)	896	827
210 - Single-Family Detached Housing	77	65	142
215 - Single-Family Attached Housing	30	33	63
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	133	133	266
310 - Hotel	61	48	109
416 - Campground/Recreational Vehicle Park	25	16	41

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1308	1208	2516
External Vehicle Trips	1308	1208	2516
New Vehicle Trips	1308	1208	2516

Scenario - 5

Scenario Name: Sunday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
110 - General Light Industrial	General Urban/Suburban	1000 Sq. Ft. GFA	250	Sunday, Peak Hour of Generator	Average	83	90	173
Data Source: Trip Generation Manual, 11th Ed					0.69	48%	52%	
820 - Shopping Center (>150k)	General Urban/Suburban	1000 Sq. Ft. GLA	349.8	Sunday, Peak Hour of Generator	Average	403	419	822
Data Source: Trip Generation Manual, 11th Ed					2.35	49%	51%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	154	Sunday, Peak Hour of Generator	Best Fit (LIN)	68	60	128
Data Source: Trip Generation Manual, 11th Ed					T = 0.80(X) + 4.76	53%	47%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	110	Sunday, Peak Hour of Generator	Best Fit (LIN)	46	46	92
Data Source: Trip Generation Manual, 11th Ed					T = 1.18(X) - 38.18	50%	50%	
220 - Multifamily Housing (Low-Rise) - Not	General Urban/Suburban	Dwelling Units	650	Sunday, Peak Hour of Generator	Average	117	117	234
Data Source: Trip Generation Manual, 11th Ed					0.36	50%	50%	
310 - Hotel	General Urban/Suburban	Rooms	150	Sunday, Peak Hour of Generator	Average	41	44	85
Data Source: Trip Generation Manual, 11th Ed					0.57	48%	52%	
416 - Campground/Recreational Vehicle Park	General Urban/Suburban	Occupied Campsites	100	Weekday, PM Peak Hour of Generator	Average	25	16	41
Data Source: Trip Generation Manual, 11th Ed					0.41	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	48	52
820 - Shopping Center (	150k)	100	100	1	1	49
210 - Single-Family Detached Housing	100	100	1	1	53	47
215 - Single-Family Attached Housing	100	100	1	1	50	50
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	50	50
310 - Hotel	100	100	1	1	48	52
416 - Campground/Recreational Vehicle Park	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	108	117	0	0	108	117
	225		0		225	
820 - Shopping Center (	150k)	403	419	0	0	403
	822		0		822	
210 - Single-Family Detached Housing	68	60	0	0	68	60
	128		0		128	
215 - Single-Family Attached Housing	46	46	0	0	46	46
	92		0		92	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	117	117	0	0	117	117
	234		0		234	
310 - Hotel	41	44	0	0	41	44
	85		0		85	
416 - Campground/Recreational Vehicle Park	25	16	0	0	25	16
	41		0		41	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	83	90	173
820 - Shopping Center (	150k)	403	419
210 - Single-Family Detached Housing	68	60	128
215 - Single-Family Attached Housing	46	46	92
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	117	117	234
310 - Hotel	41	44	85
416 - Campground/Recreational Vehicle Park	25	16	41

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	783	792	1575
External Vehicle Trips	783	792	1575
New Vehicle Trips	783	792	1575

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	349,800	SF	340	211	129
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	154, 110, 650	Dwelling Units	388	95	293
Hotel	310	150	Rooms	68	38	30
All Other Land Uses[2]	110, 416	250,000, 100	SF, Campsites	193	160	33
Total				989	504	485

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	3%	1.09	0%	2%
Hotel	1.26	1%	6%	1.26	0%	1%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	5	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,102	562	540
Internal Capture Percentage	2%	2%	2%
External Vehicle-Trips[3]	961	490	471
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	12	6	6

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	13%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	211	247	1.16	129	150
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	95	107	1.09	293	319
Hotel	1.26	38	48	1.26	30	38

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	44		20	0	21	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	3	64	0		0
Hotel	29	5	3	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		79	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	20		0	5	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	42	0	0		0
Hotel	0	10	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	8	239	247	204	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	105	107	90	0	3
Hotel	0	48	48	36	0	3
All Other Land Uses[3]	0	160	160	160	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	148	150	128	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	316	319	284	0	6
Hotel	5	33	38	26	0	0
All Other Land Uses[3]	0	33	33	33	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	349,800	SF	1390	667	723
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	154, 110, 650	Dwelling Units	511	320	191
Hotel	310	150	Rooms	83	42	41
All Other Land Uses[2]	110, 416	250,000, 100	SF, Campsites	105	29	76
Total				2089	1058	1031

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	169	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	53	0	0		7
Hotel	0	8	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,472	1,259	1,213
Internal Capture Percentage	20%	20%	20%
External Vehicle-Trips[3]	1,661	843	818
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	15	7	8

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	21%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	26%
Hotel	29%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	667	807	1.18	723	853
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	320	368	1.21	191	231
Hotel	1.31	42	55	1.30	41	53

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	17		247	34	183	43
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	64	49	0		7
Hotel	0	8	36	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		65	0	0	15	0
Retail	0		0	0	169	9
Restaurant	0	404		0	59	39
Cinema/Entertainment	0	32	0		15	1
Residential	0	53	0	0		7
Hotel	0	16	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	61	746	807	617	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	169	199	368	168	0	6
Hotel	16	39	55	29	0	1
All Other Land Uses[3]	0	29	29	29	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	178	675	853	572	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	60	171	231	136	0	7
Hotel	8	45	53	34	0	1
All Other Land Uses[3]	0	76	76	76	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Friday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	349,800	SF	1484	742	742
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	154, 110, 650	Dwelling Units	529	331	198
Hotel	310	150	Rooms	89	52	37
All Other Land Uses[2]	110, 416	250,000, 100	SF, Campsites	208	55	153
Total				2310	1180	1130

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	175	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	59	0	0		7
Hotel	0	8	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,719	1,402	1,317
Internal Capture Percentage	19%	19%	20%
External Vehicle-Trips[3]	1,858	953	905
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	15	7	8

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	21%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	28%
Hotel	28%	17%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	742	898	1.18	742	876
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	331	381	1.21	198	240
Hotel	1.31	52	68	1.30	37	48

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	18		254	35	188	44
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	66	50	0		7
Hotel	0	8	33	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		72	0	0	15	0
Retail	0		0	0	175	12
Restaurant	0	449		0	61	48
Cinema/Entertainment	0	36	0		15	1
Residential	0	59	0	0		8
Hotel	0	18	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	67	831	898	687	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	175	206	381	174	0	6
Hotel	19	49	68	37	0	1
All Other Land Uses[3]	0	55	55	55	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	187	689	876	584	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	66	174	240	138	0	7
Hotel	8	40	48	30	0	1
All Other Land Uses[3]	0	153	153	153	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	349,800	SF	1723	896	827
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	154, 110, 650	Dwelling Units	471	240	231
Hotel	310	150	Rooms	109	61	48
All Other Land Uses[2]	110, 416	250,000, 100	SF, Campsites	59	34	25
Total				2362	1231	1131

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	127	14
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	71	0	0		8
Hotel	0	10	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,817	1,474	1,343
Internal Capture Percentage	16%	16%	17%
External Vehicle-Trips[3]	1,965	1,033	932
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	14	5	9

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	14%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	28%
Hotel	28%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	896	1084	1.18	827	976
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	240	276	1.21	231	280
Hotel	1.31	61	80	1.30	48	62

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	20		283	39	210	49
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	77	59	0		8
Hotel	0	10	42	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		87	0	0	11	0
Retail	0		0	0	127	14
Restaurant	0	542		0	44	57
Cinema/Entertainment	0	43	0		11	1
Residential	0	71	0	0		10
Hotel	0	22	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	81	1003	1084	829	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	127	149	276	126	0	4
Hotel	22	58	80	44	0	1
All Other Land Uses[3]	0	34	34	34	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	141	835	976	708	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	79	201	280	160	0	8
Hotel	10	52	62	39	0	1
All Other Land Uses[3]	0	25	25	25	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Sunday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	349,800	SF	822	403	419
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	154, 110, 650	Dwelling Units	454	231	223
Hotel	310	150	Rooms	85	41	44
All Other Land Uses[2]	110, 416	250,000, 100	SF, Campsites	214	108	106
Total				1575	783	792

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	106	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	32	0	0		6
Hotel	0	9	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,843	916	927
Internal Capture Percentage	18%	18%	17%
External Vehicle-Trips[3]	1,288	641	647
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	16	6	10

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	40%	14%
Hotel	28%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	403	488	1.18	419	494
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	231	266	1.21	223	270
Hotel	1.31	41	54	1.30	44	57

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	10		143	20	106	25
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	75	57	0		8
Hotel	0	9	39	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		39	0	0	11	0
Retail	0		0	0	122	9
Restaurant	0	244		0	43	38
Cinema/Entertainment	0	20	0		11	1
Residential	0	32	0	0		6
Hotel	0	10	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	41	447	488	369	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	106	160	266	135	0	5
Hotel	15	39	54	29	0	1
All Other Land Uses[3]	0	108	108	108	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	115	379	494	321	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	38	232	270	184	0	9
Hotel	9	48	57	36	0	1
All Other Land Uses[3]	0	106	106	106	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project: **Winston Farm**
Location: **Town of Saugerties, NY**
Scenario: **SP South**

Description	ITE LUC	SIZE/ UNITS	AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR		% of Total Trips				
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	PM	FRIDAY	SATURDAY	SUNDAY
Single Family Detached Housing	210	154 DU	28	83	94	55	99	56	77	65	68	60	11%	7%	7%	6%	8%
Single Family Attached Housing	215	110 DU	13	39	37	25	41	25	30	33	46	46	5%	3%	3%	3%	6%
Multifamily Housing (Low Rise)	220	650 DU	54	171	189	111	191	117	133	133	117	117	23%	14%	13%	11%	15%
Shopping Center (>150k)	820	349,800 SF	211	129	667	723	742	742	896	827	403	419	34%	67%	64%	73%	52%
Hotel	310	150 Rooms	38	30	42	41	52	37	61	48	41	44	7%	4%	4%	5%	5%
General Light Industrial	110	250,000 SF	153	21	11	67	30	137	9	9	83	90	18%	4%	7%	1%	11%
Campground/Recreational Vehicle Park	416	100 Camps	7	12	18	9	25	16	25	16	25	16	2%	1%	2%	2%	3%
Sub-Total Site Generated Trips			**504**	**485**	**1058**	**1031**	**1180**	**1130**	**1231**	**1131**	**783**	**792**	100%	100%	100%	100%	100%
Single Family Detached Housing	210	154 DU	28	83	72	48	75	48	55	54	53	55					
Single Family Attached Housing	215	110 DU	13	39	28	22	31	22	21	28	36	42					
Multifamily Housing (Low Rise)	220	650 DU	54	171	146	97	145	101	95	111	91	107					
Shopping Center (>150k)	820	349,800 SF	211	129	640	647	715	664	857	759	385	362					
Hotel	310	150 Rooms	38	30	36	38	44	34	50	43	35	40					
General Light Industrial	110	250,000 SF	153	21	11	67	30	137	9	9	83	90					
Campground/Recreational Vehicle Park	416	100 Camps	7	12	18	9	25	16	25	16	25	16					
Total Net Site Generated Trips			**504**	**485**	**952**	**927**	**1065**	**1021**	**1112**	**1020**	**707**	**713**					
	AM	PM	Friday	Saturday	Sunday												
Retail - Pass-By	*0%*	*19%*	*19%*	*14%*	*19%*	0	0	122	123	136	126	120	106	73	69		
Retail - Diverted	*0%*	*26%*	*26%*	*31%*	*26%*	0	0	166	168	186	173	266	235	100	94		
Total Retail Primary Trips						**211**	**129**	**352**	**356**	**393**	**365**	**471**	**417**	**212**	**199**		
Total Residential Primary Trips						**95**	**293**	**246**	**166**	**251**	**170**	**171**	**193**	**180**	**205**		
Total Primary Trips						**504**	**485**	**663**	**636**	**743**	**722**	**727**	**679**	**534**	**550**		
Multi-use Trips						0	0	106	104	115	109	119	111	76	79		

Base Internal Capture Percentages

AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR	
Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
2%	1%	46%	26%	46%	28%	46%	28%	40%	14%
2%	1%	46%	26%	46%	28%	46%	28%	40%	14%
2%	1%	46%	26%	46%	28%	46%	28%	40%	14%
3%	1%	8%	21%	7%	21%	7%	14%	8%	23%
0%	13%	29%	15%	28%	17%	28%	16%	28%	16%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Adjusted Internal Capture Percentages

0%	0%	23%	13%	24%	14%	29%	16%	22%	8%
0%	0%	23%	13%	24%	14%	29%	16%	22%	8%
0%	0%	23%	13%	24%	14%	29%	16%	22%	8%
0%	0%	4%	11%	4%	11%	4%	8%	4%	14%
0%	0%	15%	8%	15%	9%	18%	9%	16%	9%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Peak Hour		PM Peak Hour		Friday Peak Hour		Saturday Peak Hour		Sunday Peak Hour		
enter	exit	enter	exit	enter	exit	enter	exit	enter	exit	
2%	2%	20%	20%	19%	20%	16%	17%	18%	17%	**Base %**
0%	0%	10%	10%	10%	10%	10%	10%	10%	10%	**Adjusted %**
100%	100%	50%	50%	47%	50%	38%	41%	44%	41%	**% change**

PROJECT DETAILS

Project Name:	Winston Farm SP NE	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	12/11/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	5
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	2	1	0		141	98	239
Scenario - 2	PM Peak	2	1	0		258	262	520
Scenario - 3	Friday Peak	2	1	0		296	241	537
Scenario - 4	Saturday Peak	2	1	0		327	288	615
Scenario - 5	Sunday Peak	2	1	0		233	245	478

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
821 - Shopping Plaza (40-150k) - Supermarket -	General	1000 Sq. Ft. GLA	70	Weekday, Peak Hour of	Average	75	46	121
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	1.73	62%	38%	
310 - Hotel	General	Rooms	250	Weekday, Peak Hour of	Best Fit (LIN)	66	52	118
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.50(X) - 7.45	56%	44%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	62	38
310 - Hotel	100	100	1	1	56	44

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	75	46	0	0	75	46
	121		0		121	
310 - Hotel	66	52	0	0	66	52
	118		0		118	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	75	46	121
310 - Hotel	66	52	118

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	141	98	239
External Vehicle Trips	141	98	239
New Vehicle Trips	141	98	239

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	70	Weekday, Peak Hour of	Average	178	185	363
Data Source: Trip Generation Manual, 11th Ed				Adjacent Street Traffic,	5.19	49%	51%	
310 - Hotel	General Urban/Suburban	Rooms	250	Weekday, Peak Hour of	Best Fit (LIN)	80	77	157
Data Source: Trip Generation Manual, 11th Ed				Adjacent Street Traffic,	T = 0.74(X) - 27.89	51%	49%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51
310 - Hotel	100	100	1	1	51	49

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	178	185	0	0	178	185
	363		0		363	
310 - Hotel	80	77	0	0	80	77
	157		0		157	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	178	185	363
310 - Hotel	80	77	157

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	258	262	520
External Vehicle Trips	258	262	520
New Vehicle Trips	258	262	520

Scenario - 3

Scenario Name: Friday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	70	Weekday, PM Peak Hour of Generator	Best Fit (LIN)	212	180	392
Data Source: Trip Generation Manual, 11th Ed					T = 3.43(X) + 151.66	54%	46%	
310 - Hotel	General Urban/Suburban	Rooms	250	Weekday, PM Peak Hour of Generator	Best Fit (LOG)	84	61	145
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.95Ln(X) - 0.27	58%	42%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	54	46
310 - Hotel	98.7	98	1.3	1.3	58	42

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	212	180	0	0	212	180
	392		0		392	
310 - Hotel	109	79	1	2	110	81
	188		3		191	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	212	180	392
310 - Hotel	84	61	145

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	296	241	537
External Vehicle Trips	296	241	537
New Vehicle Trips	296	241	537

Scenario - 4

Scenario Name: Saturday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
821 - Shopping Plaza (40-150k) - Supermarket -	General	1000 Sq. Ft. GLA	70	Saturday, Peak Hour of	Average	226	209	435
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	6.22	52%	48%	
310 - Hotel	General	Rooms	250	Saturday, Peak Hour of	Average	101	79	180
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	0.72	56%	44%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	52	48
310 - Hotel	100	100	1	1	56	44

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	226	209	0	0	226	209
	435		0		435	
310 - Hotel	101	79	0	0	101	79
	180		0		180	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	226	209	435
310 - Hotel	101	79	180

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	327	288	615
External Vehicle Trips	327	288	615
New Vehicle Trips	327	288	615

Scenario - 5

Scenario Name: Sunday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	70	Sunday, Peak Hour of Generator	Average	162	168	330
Data Source: Trip Generation Manual, 11th Ed					4.71	49%	51%	
310 - Hotel	General Urban/Suburban	Rooms	250	Sunday, Peak Hour of Generator	Best Fit (LIN)	71	77	148
Data Source: Trip Generation Manual, 11th Ed					T = 0.69(X) - 23.78	48%	52%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51
310 - Hotel	100	100	1	1	48	52

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	162	168	0	0	162	168
	330		0		330	
310 - Hotel	71	77	0	0	71	77
	148		0		148	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	162	168	330
310 - Hotel	71	77	148

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	233	245	478
External Vehicle Trips	233	245	478
New Vehicle Trips	233	245	478

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	70,000	SF	121	75	46
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	250	Rooms	118	66	52
All Other Land Uses[2]				0		
Total				239	141	98

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.26	1%	6%	1.26	0%	1%
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	290	171	119
Internal Capture Percentage	3%	2%	3%
External Vehicle-Trips[3]	228	133	95
External Transit-Trips[4]	1	1	0
External Non-Motorized Trips[4]	5	5	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	5%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	0%	6%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	75	88	1.16	46	53
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.26	66	83	1.26	52	66

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	15		7	0	7	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	50	9	6	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		28	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	7		0	0	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	15	0	0		0
Hotel	0	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	4	84	88	72	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	83	83	61	1	5
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	53	53	46	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	4	62	66	49	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	70,000	SF	363	178	185
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	250	Rooms	157	80	77
All Other Land Uses[2]				0		
Total				520	258	262

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	638	320	318
Internal Capture Percentage	5%	5%	5%
External Vehicle-Trips[3]	492	245	247
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	3	1	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	10%	4%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	178	215	1.18	185	218
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	80	105	1.30	77	100

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		63	9	57	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	16	68	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		17	0	0	0	0
Retail	0		0	0	0	18
Restaurant	0	108		0	0	75
Cinema/Entertainment	0	9	0		0	1
Residential	0	22	0	0		13
Hotel	0	4	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	4	211	215	174	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	11	94	105	71	0	1
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	11	207	218	175	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	4	96	100	72	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Friday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	70,000	SF	392	212	180
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	250	Rooms	145	84	61
All Other Land Uses[2]				0		
Total				537	296	241

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	5	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	658	367	291
Internal Capture Percentage	5%	4%	5%
External Vehicle-Trips[3]	509	283	226
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	2	1	1

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	10%	6%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	212	257	1.18	180	212
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	84	110	1.30	61	79

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		61	8	55	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	13	54	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		21	0	0	0	0
Retail	0		0	0	0	19
Restaurant	0	129		0	0	78
Cinema/Entertainment	0	10	0		0	1
Residential	0	26	0	0		13
Hotel	0	5	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	5	252	257	208	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	11	99	110	75	0	1
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	11	201	212	170	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	5	74	79	56	0	1
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	70,000	SF	435	226	209
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	250	Rooms	180	101	79
All Other Land Uses[2]				0		
Total				615	327	288

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	5	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	755	405	350
Internal Capture Percentage	5%	4%	5%
External Vehicle-Trips[3]	584	311	273
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	4	2	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	9%	5%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	226	273	1.18	209	247
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	101	132	1.30	79	103

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	5		72	10	64	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	16	70	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		22	0	0	0	0
Retail	0		0	0	0	22
Restaurant	0	137		0	0	94
Cinema/Entertainment	0	11	0		0	1
Residential	0	27	0	0		16
Hotel	0	5	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	5	268	273	221	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	12	120	132	90	0	2
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	12	235	247	199	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	5	98	103	74	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	70,000	SF	330	162	168
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	250	Rooms	148	71	77
All Other Land Uses[2]				0		
Total				478	233	245

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	10
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	587	289	298
Internal Capture Percentage	5%	5%	5%
External Vehicle-Trips[3]	453	222	231
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	3	1	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	11%	4%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	162	196	1.18	168	198
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	71	93	1.30	77	100

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		57	8	51	10
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	16	68	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		16	0	0	0	0
Retail	0		0	0	0	16
Restaurant	0	98		0	0	66
Cinema/Entertainment	0	8	0		0	1
Residential	0	20	0	0		11
Hotel	0	4	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	4	192	196	159	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	10	83	93	63	0	1
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	188	198	159	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	4	96	100	72	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project: **Winston Farm**
Location: **Town of Saugerties, NY**
Scenario: **SP NE**

Description	ITE LUC	SIZE/ UNITS	AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR		% of Total Trips				
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	PM	FRIDAY	SATURDAY	SUNDAY
Shopping Plaza (60-150k)	821	70,000 SF	75	46	178	185	212	180	226	209	162	168	51%	70%	73%	71%	69%
Hotel	310	250 Rooms	66	52	80	77	84	61	101	79	71	77	49%	30%	27%	29%	31%
Sub-Total Site Generated Trips			**141**	**98**	**258**	**262**	**296**	**241**	**327**	**288**	**233**	**245**	100%	100%	100%	100%	100%
Shopping Plaza (60-150k)	821	70,000 SF	75	46	178	185	212	180	226	209	162	168					
Hotel	310	250 Rooms	66	52	80	77	84	61	101	79	71	77					
Total Net Site Generated Trips			**141**	**98**	**258**	**262**	**296**	**241**	**327**	**288**	**233**	**245**					
	AM	PM	Friday	Saturday	Sunday												
Retail - Pass-By	*0%*	*40%*	*31%*	*31%*	*31%*	0	0	71	74	66	56	70	65	50	52		
Retail - Diverted	*0%*	*23%*	*22%*	*22%*	*22%*	0	0	41	43	47	40	50	46	36	37		
Total Hotel Primary Trips						**66**	**52**	**80**	**77**	**84**	**61**	**101**	**79**	**71**	**77**		
Total Retail Primary Trips						**75**	**46**	**66**	**68**	**100**	**85**	**106**	**98**	**76**	**79**		
Total Primary Trips						**141**	**98**	**146**	**145**	**184**	**146**	**207**	**177**	**147**	**156**		
Multi-use Trips						0	0	0	0	0	0	0	0	0	0		
Pass-by and Diverted Trips						0	0	112	117	112	95	120	111	86	89		

Base Internal Capture Percentages

AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR	
Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
5%	0%	2%	5%	2%	5%	2%	5%	2%	5%
0%	6%	10%	4%	10%	6%	9%	5%	11%	4%

Adjusted Internal Capture Percentages

0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Peak Hour		PM Peak Hour		Friday Peak Hour		Saturday Peak Hour		Sunday Peak Hour		
enter	exit	enter	exit	enter	exit	enter	exit	enter	exit	
2%	3%	5%	5%	4%	5%	4%	5%	5%	5%	**Base %**
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**Adjusted %**
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	**% change**

PROJECT DETAILS

Project Name:	Winston Farm RWCS South	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	12/11/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	5
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	7	1	0		588	526	1114
Scenario - 2	PM Peak	7	1	0		1096	1072	2168
Scenario - 3	Friday Peak	7	1	0		1229	1212	2441
Scenario - 4	Saturday Peak	7	1	0		1378	1274	2652
Scenario - 5	Sunday Peak	7	1	0		854	861	1715

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
110 - General Light Industrial	General	1000 Sq. Ft. GFA	375	Weekday, Peak Hour of	Best Fit (LIN)	228	31	259
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.68(X) + 3.81	88%	12%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	345	Weekday, Peak Hour of	Best Fit (LIN)	209	128	337
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.59(X) + 133.55	62%	38%	
210 - Single-Family Detached Housing	General	Dwelling Units	133	Weekday, Peak Hour of	Best Fit (LOG)	24	72	96
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.91Ln(X) + 0.12	25%	75%	
215 - Single-Family Attached Housing	General	Dwelling Units	115	Weekday, Peak Hour of	Best Fit (LIN)	14	41	55
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.52(X) - 5.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	800	Weekday, Peak Hour	Best Fit (LIN)	65	206	271
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	T = 0.31(X) + 22.85	24%	76%	
310 - Hotel	General	Rooms	150	Weekday, Peak Hour of	Best Fit (LIN)	38	30	68
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.50(X) - 7.45	56%	44%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	157	Weekday, Peak Hour of	Best Fit (LIN)	10	18	28
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.16(X) + 2.93	36%	64%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	88	12
820 - Shopping Center (	150k)	100	100	1	1	62
210 - Single-Family Detached Housing	100	100	1	1	25	75
215 - Single-Family Attached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
310 - Hotel	100	100	1	1	56	44
416 - Campground/Recreational Vehicle Park	100	100	1	1	36	64

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	296	40	0	0	296	40
	336		0		336	
820 - Shopping Center (	150k)	209	128	0	0	209
	337		0		337	
210 - Single-Family Detached Housing	24	72	0	0	24	72
	96		0		96	
215 - Single-Family Attached Housing	14	41	0	0	14	41
	55		0		55	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	65	206	0	0	65	206
	271		0		271	
310 - Hotel	38	30	0	0	38	30
	68		0		68	
416 - Campground/Recreational Vehicle Park	10	18	0	0	10	18
	28		0		28	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	228	31	259
820 - Shopping Center (	150k)	209	128
210 - Single-Family Detached Housing	24	72	96
215 - Single-Family Attached Housing	14	41	55
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	65	206	271
310 - Hotel	38	30	68
416 - Campground/Recreational Vehicle Park	10	18	28

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	588	526	1114
External Vehicle Trips	588	526	1114
New Vehicle Trips	588	526	1114

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
110 - General Light Industrial	General	1000 Sq. Ft. GFA	375	Weekday, Peak Hour of	Best Fit (LOG)	15	90	105
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.72Ln(X) + 0.38	14%	86%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	345	Weekday, Peak Hour of	Best Fit (LOG)	661	716	1377
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.72Ln(X) + 3.02	48%	52%	
210 - Single-Family Detached Housing	General	Dwelling Units	133	Weekday, Peak Hour of	Best Fit (LOG)	82	48	130
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.94Ln(X) + 0.27	63%	37%	
215 - Single-Family Attached Housing	General	Dwelling Units	115	Weekday, Peak Hour of	Best Fit (LIN)	38	27	65
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.60(X) - 3.93	59%	41%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	800	Weekday, Peak Hour	Best Fit (LIN)	230	135	365
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	T = 0.43(X) + 20.55	63%	37%	
310 - Hotel	General	Rooms	150	Weekday, Peak Hour of	Best Fit (LIN)	42	41	83
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.74(X) - 27.89	51%	49%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	157	Weekday, Peak Hour of	Average	28	15	43
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	0.27	65%	35%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	14	86
820 - Shopping Center (	150k)	100	100	1	1	48
210 - Single-Family Detached Housing	100	100	1	1	63	37
215 - Single-Family Attached Housing	100	100	1	1	59	41
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	63	37
310 - Hotel	100	100	1	1	51	49
416 - Campground/Recreational Vehicle Park	100	100	1	1	65	35

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	19	117	0	0	19	117
	136		0		136	
820 - Shopping Center (	150k)	661	716	0	0	661
	1377		0		1377	
210 - Single-Family Detached Housing	82	48	0	0	82	48
	130		0		130	
215 - Single-Family Attached Housing	38	27	0	0	38	27
	65		0		65	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	230	135	0	0	230	135
	365		0		365	
310 - Hotel	42	41	0	0	42	41
	83		0		83	
416 - Campground/Recreational Vehicle Park	28	15	0	0	28	15
	43		0		43	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	15	90	105
820 - Shopping Center (	150k)	661	716
210 - Single-Family Detached Housing	82	48	130
215 - Single-Family Attached Housing	38	27	65
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	230	135	365
310 - Hotel	42	41	83
416 - Campground/Recreational Vehicle Park	28	15	43

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1096	1072	2168
External Vehicle Trips	1096	1072	2168
New Vehicle Trips	1096	1072	2168

Scenario - 3

Scenario Name: Friday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
110 - General Light Industrial	General	1000 Sq. Ft. GFA	375	Weekday, PM Peak Hour	Best Fit (LIN)	44	202	246
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	T = 0.63(X) + 10.15	18%	82%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	345	Weekday, PM Peak Hour	Best Fit (LIN)	733	733	1466
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	T = 3.72(X) + 181.92	50%	50%	
210 - Single-Family Detached Housing	General	Dwelling Units	133	Weekday, PM Peak Hour	Best Fit (LOG)	87	49	136
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	Ln(T) =0.93Ln(X) + 0.36	64%	36%	
215 - Single-Family Attached Housing	General	Dwelling Units	115	Weekday, PM Peak Hour	Best Fit (LOG)	43	26	69
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	Ln(T) =0.88Ln(X) + 0.06	62%	38%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	800	Weekday, PM Peak	Best Fit (LIN)	230	141	371
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Hour of Generator	T = 0.42(X) + 34.78	62%	38%	
310 - Hotel	General	Rooms	150	Weekday, PM Peak Hour	Best Fit (LOG)	52	37	89
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	Ln(T) =0.95Ln(X) - 0.27	58%	42%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	157	Weekday, PM Peak Hour	Average	40	24	64
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	0.41	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	18	82
820 - Shopping Center (	150k)	100	100	1	1	50
210 - Single-Family Detached Housing	100	100	1	1	64	36
215 - Single-Family Attached Housing	97.3	96.2	1.2	1.2	62	38
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	97.3	96.2	1.2	1.2	62	38
310 - Hotel	98.7	98	1.3	1.3	58	42
416 - Campground/Recreational Vehicle Park	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	58	263	0	0	58	263
	321		0		321	
820 - Shopping Center (	150k)	733	733	0	0	733
	1466		0		1466	
210 - Single-Family Detached Housing	87	49	0	0	87	49
	136		0		136	
215 - Single-Family Attached Housing	51	32	1	1	52	33
	83		2		85	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	276	169	8	7	284	176
	445		15		460	
310 - Hotel	67	49	1	1	68	50
	116		2		118	
416 - Campground/Recreational Vehicle Park	40	24	0	0	40	24
	64		0		64	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	44	202	246
820 - Shopping Center (	150k)	733	733
210 - Single-Family Detached Housing	87	49	136
215 - Single-Family Attached Housing	43	26	69
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	230	141	371
310 - Hotel	52	37	89
416 - Campground/Recreational Vehicle Park	40	24	64

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1229	1212	2441
External Vehicle Trips	1229	1212	2441
New Vehicle Trips	1229	1212	2441

Scenario - 4

Scenario Name: Saturday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
110 - General Light Industrial	General Urban/Suburban	1000 Sq. Ft. GFA	375	Saturday	Average	129	129	258
Data Source: Trip Generation Manual, 11th Ed					0.69	50%	50%	
	Based on ITE data, the Saturday peak hour will be 10.1% of the total daily traffic					13	13	26
820 - Shopping Center (>150k)	General Urban/Suburban	1000 Sq. Ft. GLA	345	Saturday, Peak Hour of Generator	Best Fit (LOG)	886	818	1684
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.76Ln(X) + 3.00	52%	48%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	133	Saturday, Peak Hour of Generator	Best Fit (LIN)	67	57	124
Data Source: Trip Generation Manual, 11th Ed					T = 0.86(X) + 9.72	54%	46%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	115	Saturday, Peak Hour of Generator	Average	31	34	65
Data Source: Trip Generation Manual, 11th Ed					0.57	48%	52%	
220 - Multifamily Housing (Low-Rise) - Not	General Urban/Suburban	Dwelling Units	800	Saturday, Peak Hour of Generator	Average	164	164	328
Data Source: Trip Generation Manual, 11th Ed					0.41	50%	50%	
310 - Hotel	General Urban/Suburban	Rooms	150	Saturday, Peak Hour of Generator	Best Fit (LIN)	61	48	109
Data Source: Trip Generation Manual, 11th Ed					T = 0.69(X) + 5.95	56%	44%	
416 - Campground/Recreational Vehicle Park	General Urban/Suburban	Occupied Campsites	157	Weekday, PM Peak Hour of Generator	Average	40	24	64
Data Source: Trip Generation Manual, 11th Ed					0.41	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	50	50
820 - Shopping Center (	150k)	100	100	1	1	52
210 - Single-Family Detached Housing	100	100	1	1	54	46
215 - Single-Family Attached Housing	100	100	1	1	48	52
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	50	50
310 - Hotel	100	100	1	1	56	44
416 - Campground/Recreational Vehicle Park	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	168	168	0	0	168	168
	336		0		336	
820 - Shopping Center (	150k)	886	818	0	0	886
	1704		0		1704	
210 - Single-Family Detached Housing	67	57	0	0	67	57
	124		0		124	
215 - Single-Family Attached Housing	31	34	0	0	31	34
	65		0		65	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	164	164	0	0	164	164
	328		0		328	
310 - Hotel	61	48	0	0	61	48
	109		0		109	
416 - Campground/Recreational Vehicle Park	40	24	0	0	40	24
	64		0		64	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	129	129	258
820 - Shopping Center (	150k)	886	818
210 - Single-Family Detached Housing	67	57	124
215 - Single-Family Attached Housing	31	34	65
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	164	164	328
310 - Hotel	61	48	109
416 - Campground/Recreational Vehicle Park	40	24	64

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1378	1274	2652
External Vehicle Trips	1378	1274	2652
New Vehicle Trips	1378	1274	2652

Scenario - 5

Scenario Name: Sunday Peak
Dev. phase: 1
User Group:
No. of Years to Project Traffic : 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
110 - General Light Industrial	General	1000 Sq. Ft. GFA	375	Sunday, Peak Hour of	Average	124	135	259
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	0.69	48%	52%	
820 - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	345	Sunday, Peak Hour of	Average	397	413	810
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	2.35	49%	51%	
210 - Single-Family Detached Housing	General	Dwelling Units	133	Sunday, Peak Hour of	Best Fit (LIN)	59	52	111
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	T = 0.80(X) + 4.76	53%	47%	
215 - Single-Family Attached Housing	General	Dwelling Units	115	Sunday, Peak Hour of	Best Fit (LIN)	49	49	98
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	T = 1.18(X) - 38.18	50%	50%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	800	Sunday, Peak Hour of	Average	144	144	288
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	0.36	50%	50%	
310 - Hotel	General	Rooms	150	Sunday, Peak Hour of	Average	41	44	85
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Generator	0.57	48%	52%	
416 - Campground/Recreational Vehicle Park	General	Occupied Campsites	157	Weekday, PM Peak Hour	Average	40	24	64
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Generator	0.41	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
110 - General Light Industrial	100	100	1.3	1.3	48	52
820 - Shopping Center (	150k)	100	100	1	1	49
210 - Single-Family Detached Housing	100	100	1	1	53	47
215 - Single-Family Attached Housing	100	100	1	1	50	50
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	50	50
310 - Hotel	100	100	1	1	48	52
416 - Campground/Recreational Vehicle Park	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
110 - General Light Industrial	161	175	0	0	161	175
	336		0		336	
820 - Shopping Center (	150k)	397	413	0	0	397
	810		0		810	
210 - Single-Family Detached Housing	59	52	0	0	59	52
	111		0		111	
215 - Single-Family Attached Housing	49	49	0	0	49	49
	98		0		98	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	144	144	0	0	144	144
	288		0		288	
310 - Hotel	41	44	0	0	41	44
	85		0		85	
416 - Campground/Recreational Vehicle Park	40	24	0	0	40	24
	64		0		64	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
110 - General Light Industrial	124	135	259
820 - Shopping Center (	150k)	397	413
210 - Single-Family Detached Housing	59	52	111
215 - Single-Family Attached Housing	49	49	98
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	144	144	288
310 - Hotel	41	44	85
416 - Campground/Recreational Vehicle Park	40	24	64

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	854	861	1715
External Vehicle Trips	854	861	1715
New Vehicle Trips	854	861	1715

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	345,000	SF	337	209	128
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	133, 115, 800	Dwelling Units	422	103	319
Hotel	310	150	Rooms	68	38	30
All Other Land Uses[2]	110, 416	375,000, 157	SF, Campsites	287	238	49
Total				1114	588	526

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	3%	1.09	0%	2%
Hotel	1.26	1%	6%	1.26	0%	1%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	5	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,230	647	583
Internal Capture Percentage	2%	2%	2%
External Vehicle-Trips[3]	1,086	575	511
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	13	6	7

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	13%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	209	245	1.16	128	148
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	103	116	1.09	319	348
Hotel	1.26	38	48	1.26	30	38

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	43		19	0	21	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	3	70	0		0
Hotel	29	5	3	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		78	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	20		0	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	42	0	0		0
Hotel	0	10	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	8	237	245	203	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	114	116	98	0	3
Hotel	0	48	48	36	0	3
All Other Land Uses[3]	0	238	238	238	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	146	148	126	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	345	348	310	0	7
Hotel	5	33	38	26	0	0
All Other Land Uses[3]	0	49	49	49	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	345,000	SF	1377	661	716
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	133, 115, 800	Dwelling Units	560	350	210
Hotel	310	150	Rooms	83	42	41
All Other Land Uses[2]	110, 416	375,000, 157	SF, Campsites	148	43	105
Total				2168	1096	1072

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	182	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	53	0	0		7
Hotel	0	8	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,558	1,301	1,257
Internal Capture Percentage	20%	20%	21%
External Vehicle-Trips[3]	1,716	869	847
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	17	8	9

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	24%
Hotel	29%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	661	800	1.18	716	845
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	350	403	1.21	210	254
Hotel	1.31	42	55	1.30	41	53

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	17		245	34	182	42
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	70	53	0		8
Hotel	0	8	36	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		64	0	0	16	0
Retail	0		0	0	185	9
Restaurant	0	400		0	64	39
Cinema/Entertainment	0	32	0		16	1
Residential	0	53	0	0		7
Hotel	0	16	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	61	739	800	611	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	182	221	403	186	0	7
Hotel	16	39	55	29	0	1
All Other Land Uses[3]	0	43	43	43	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	191	654	845	554	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	60	194	254	154	0	8
Hotel	8	45	53	34	0	1
All Other Land Uses[3]	0	105	105	105	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Friday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	345,000	SF	1466	733	733
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	133, 115, 800	Dwelling Units	576	360	216
Hotel	310	150	Rooms	89	52	37
All Other Land Uses[2]	110, 416	375,000, 157	SF, Campsites	310	84	226
Total				2441	1229	1212

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	186	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	58	0	0		8
Hotel	0	8	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,853	1,453	1,400
Internal Capture Percentage	19%	19%	19%
External Vehicle-Trips[3]	1,967	991	976
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	17	8	9

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	25%
Hotel	29%	17%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	733	887	1.18	733	865
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	360	414	1.21	216	261
Hotel	1.31	52	68	1.30	37	48

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	17		251	35	186	43
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	72	55	0		8
Hotel	0	8	33	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		71	0	0	17	0
Retail	0		0	0	190	12
Restaurant	0	444		0	66	48
Cinema/Entertainment	0	35	0		17	1
Residential	0	58	0	0		8
Hotel	0	18	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	66	821	887	679	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	186	228	414	192	0	7
Hotel	20	48	68	36	0	1
All Other Land Uses[3]	0	84	84	84	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	198	667	865	565	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	66	195	261	155	0	8
Hotel	8	40	48	30	0	1
All Other Land Uses[3]	0	226	226	226	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	345,000	SF	1704	886	818
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	133, 115, 800	Dwelling Units	517	262	255
Hotel	310	150	Rooms	109	61	48
All Other Land Uses[2]	110, 416	375,000, 157	SF, Campsites	90	53	37
Total				2420	1262	1158

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	138	14
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	70	0	0		9
Hotel	0	10	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,879	1,506	1,373
Internal Capture Percentage	17%	16%	18%
External Vehicle-Trips[3]	2,001	1,053	948
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	16	6	10

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	16%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	26%
Hotel	29%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	886	1072	1.18	818	965
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	262	301	1.21	255	309
Hotel	1.31	61	80	1.30	48	62

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	19		280	39	208	48
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	12	85	65	0		9
Hotel	0	10	42	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		86	0	0	12	0
Retail	0		0	0	138	14
Restaurant	0	536		0	48	57
Cinema/Entertainment	0	43	0		12	1
Residential	0	70	0	0		10
Hotel	0	21	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	80	992	1072	820	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	138	163	301	137	0	5
Hotel	23	57	80	43	0	1
All Other Land Uses[3]	0	53	53	53	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	152	813	965	689	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	79	230	309	183	0	9
Hotel	10	52	62	39	0	1
All Other Land Uses[3]	0	37	37	37	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS South	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Sunday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	345,000	SF	810	397	413
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 220	133, 115, 800	Dwelling Units	497	252	245
Hotel	310	150	Rooms	85	41	44
All Other Land Uses[2]	110, 416	375,000, 157	SF, Campsites	323	164	159
Total				1715	854	861

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1343	
Restaurant						
Cinema/Entertainment						
Residential		1343				
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	105	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	32	0	0		6
Hotel	0	9	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,987	988	999
Internal Capture Percentage	16%	16%	16%
External Vehicle-Trips[3]	1,428	712	716
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	18	7	11

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	36%	13%
Hotel	28%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	397	480	1.18	413	487
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	252	290	1.21	245	296
Hotel	1.31	41	54	1.30	44	57

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	10		141	19	105	24
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	12	82	62	0		9
Hotel	0	9	39	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		38	0	0	12	0
Retail	0		0	0	133	9
Restaurant	0	240		0	46	38
Cinema/Entertainment	0	19	0		12	1
Residential	0	32	0	0		6
Hotel	0	10	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	41	439	480	363	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	105	185	290	156	0	6
Hotel	15	39	54	29	0	1
All Other Land Uses[3]	0	164	164	164	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	114	373	487	316	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	38	258	296	205	0	10
Hotel	9	48	57	36	0	1
All Other Land Uses[3]	0	159	159	159	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project: **Winston Farm**
Location: **Town of Saugerties, NY**
Scenario: **RWCS South**

Description	ITE LUC	SIZE/ UNITS	AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR		% of Total Trips				
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	PM	FRIDAY	SATURDAY	SUNDAY
Single Family Detached Housing	210	133 DU	24	72	82	48	99	56	67	57	59	52	9%	6%	7%	5%	6%
Single Family Attached Housing	215	115 DU	14	41	38	27	41	25	31	34	49	49	5%	3%	3%	3%	6%
Multifamily Housing (Low Rise)	220	800 DU	65	206	230	135	191	117	164	164	144	144	24%	17%	13%	14%	17%
Shopping Center (>150k)	820	345,000 SF	209	128	661	716	742	742	886	818	397	413	30%	64%	64%	70%	47%
Hotel	310	150 Rooms	38	30	42	41	52	37	61	48	41	44	6%	4%	4%	5%	5%
General Light Industrial	110	375,000 SF	228	31	15	90	30	137	13	13	124	135	23%	5%	7%	1%	15%
Campground/Recreational Vehicle Park	416	157 Camps	10	18	28	15	25	16	40	24	40	24	3%	2%	2%	3%	4%
Sub-Total Site Generated Trips			**588**	**526**	**1096**	**1072**	**1180**	**1130**	**1262**	**1158**	**854**	**861**	100%	100%	100%	100%	100%
Single Family Detached Housing	210	133 DU	24	72	64	43	76	49	48	49	46	48					
Single Family Attached Housing	215	115 DU	14	41	29	24	31	22	22	29	38	45					
Multifamily Housing (Low Rise)	220	800 DU	65	206	178	120	146	102	117	140	112	132					
Shopping Center (>150k)	820	345,000 SF	209	128	635	638	715	652	847	745	375	354					
Hotel	310	150 Rooms	38	30	36	38	44	34	50	44	34	40					
General Light Industrial	110	375,000 SF	228	31	15	90	30	137	13	13	124	135					
Campground/Recreational Vehicle Park	416	157 Camps	10	18	28	15	25	16	40	24	40	24					
Total Net Site Generated Trips			**588**	**526**	**985**	**967**	**1066**	**1011**	**1137**	**1044**	**768**	**777**					
	AM	PM	Friday	Saturday	Sunday												
Retail - Pass-By	*0%*	*19%*	*19%*	*15%*	*19%*	0	0	121	121	136	124	127	112	71	67		
Retail - Diverted	*0%*	*26%*	*26%*	*30%*	*26%*	0	0	165	166	186	170	254	224	97	92		
Total Retail Primary Trips						**209**	**128**	**349**	**351**	**393**	**359**	**466**	**410**	**206**	**194**		
Total Residential Primary Trips						**103**	**319**	**271**	**186**	**253**	**172**	**187**	**218**	**195**	**225**		
Total Primary Trips						**588**	**526**	**699**	**680**	**745**	**717**	**756**	**709**	**599**	**618**		
Multi-use Trips						0	0	111	105	114	119	125	114	86	84		

Base Internal Capture Percentages

AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR	
Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
2%	1%	45%	24%	45%	25%	46%	26%	36%	13%
2%	1%	45%	24%	45%	25%	46%	26%	36%	13%
2%	1%	45%	24%	45%	25%	46%	26%	36%	13%
3%	1%	8%	23%	7%	23%	7%	16%	9%	23%
0%	13%	29%	15%	29%	17%	29%	16%	28%	16%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Adjusted Internal Capture Percentages

0%	0%	23%	11%	24%	13%	29%	14%	23%	8%
0%	0%	23%	11%	24%	13%	29%	14%	23%	8%
0%	0%	23%	11%	24%	13%	29%	14%	23%	8%
0%	0%	4%	11%	4%	12%	4%	9%	6%	14%
0%	0%	15%	7%	15%	9%	18%	9%	18%	10%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Peak Hour		PM Peak Hour		Friday Peak Hour		Saturday Peak Hour		Sunday Peak Hour		
enter	exit	enter	exit	enter	exit	enter	exit	enter	exit	
2%	2%	20%	21%	19%	19%	16%	18%	16%	16%	**Base %**
0%	0%	10%	10%	10%	10%	10%	10%	10%	10%	**Adjusted %**
100%	100%	50%	52%	47%	47%	38%	44%	38%	38%	**% change**

PROJECT DETAILS

Project Name:	Winston Farm RWCS NE	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	12/12/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	5
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	2	1	0		166	116	282
Scenario - 2	PM Peak	2	1	0		302	307	609
Scenario - 3	Friday Peak	2	1	0		330	268	598
Scenario - 4	Saturday Peak	2	1	0		380	334	714
Scenario - 5	Sunday Peak	2	1	0		273	287	560

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	80	Weekday, Peak Hour of	Average	86	53	139
Data Source: Trip Generation Manual, 11th Ed				Adjacent Street Traffic,	1.73	62%	38%	
310 - Hotel	General Urban/Suburban	Rooms	300	Weekday, Peak Hour of	Best Fit (LIN)	80	63	143
Data Source: Trip Generation Manual, 11th Ed				Adjacent Street Traffic,	T = 0.50(X) - 7.45	56%	44%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	62	38
310 - Hotel	100	100	1	1	56	44

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	86	53	0	0	86	53
	139		0		139	
310 - Hotel	80	63	0	0	80	63
	143		0		143	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	86	53	139
310 - Hotel	80	63	143

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	166	116	282
External Vehicle Trips	166	116	282
New Vehicle Trips	166	116	282

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	80	Weekday, Peak Hour of	Average	203	212	415
Data Source: Trip Generation Manual, 11th Ed				Adjacent Street Traffic,	5.19	49%	51%	
310 - Hotel	General Urban/Suburban	Rooms	300	Weekday, Peak Hour of	Best Fit (LIN)	99	95	194
Data Source: Trip Generation Manual, 11th Ed				Adjacent Street Traffic,	T = 0.74(X) - 27.89	51%	49%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51
310 - Hotel	100	100	1	1	51	49

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	203	212	0	0	203	212
	415		0		415	
310 - Hotel	99	95	0	0	99	95
	194		0		194	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	203	212	415
310 - Hotel	99	95	194

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	302	307	609
External Vehicle Trips	302	307	609
New Vehicle Trips	302	307	609

Scenario - 3

Scenario Name: Friday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	80	Weekday, PM Peak Hour of Generator	Best Fit (LIN)	230	196	426
Data Source: Trip Generation Manual, 11th Ed					T = 3.43(X) + 151.66	54%	46%	
310 - Hotel	General Urban/Suburban	Rooms	300	Weekday, PM Peak Hour of Generator	Best Fit (LOG)	100	72	172
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.95Ln(X) - 0.27	58%	42%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	54	46
310 - Hotel	98.7	98	1.3	1.3	58	42

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	230	196	0	0	230	196
	426		0		426	
310 - Hotel	130	94	2	2	132	96
	224		4		228	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	230	196	426
310 - Hotel	100	72	172

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	330	268	598
External Vehicle Trips	330	268	598
New Vehicle Trips	330	268	598

Scenario - 4

Scenario Name: Saturday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	80	Saturday, Peak Hour of Generator	Average	259	239	498
Data Source: Trip Generation Manual, 11th Ed					6.22	52%	48%	
310 - Hotel	General Urban/Suburban	Rooms	300	Saturday, Peak Hour of Generator	Average	121	95	216
Data Source: Trip Generation Manual, 11th Ed					0.72	56%	44%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	52	48
310 - Hotel	100	100	1	1	56	44

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	259	239	0	0	259	239
	498		0		498	
310 - Hotel	121	95	0	0	121	95
	216		0		216	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	259	239	498
310 - Hotel	121	95	216

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	380	334	714
External Vehicle Trips	380	334	714
New Vehicle Trips	380	334	714

Scenario - 5

Scenario Name: Sunday Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	80	Sunday, Peak Hour of Generator	Average	185	192	377
Data Source: Trip Generation Manual, 11th Ed					4.71	49%	51%	
310 - Hotel	General Urban/Suburban	Rooms	300	Sunday, Peak Hour of Generator	Best Fit (LIN)	88	95	183
Data Source: Trip Generation Manual, 11th Ed					T = 0.69(X) - 23.78	48%	52%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51
310 - Hotel	100	100	1	1	48	52

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
821 - Shopping Plaza (40-150k) - Supermarket - No	185	192	0	0	185	192
	377		0		377	
310 - Hotel	88	95	0	0	88	95
	183		0		183	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	185	192	377
310 - Hotel	88	95	183

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	273	287	560
External Vehicle Trips	273	287	560
New Vehicle Trips	273	287	560

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	80,000	SF	139	86	53
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	300	Rooms	143	80	63
All Other Land Uses[2]				0		
Total				282	166	116

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.26	1%	6%	1.26	0%	1%
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	342	202	140
Internal Capture Percentage	2%	2%	3%
External Vehicle-Trips[3]	270	158	112
External Transit-Trips[4]	1	1	0
External Non-Motorized Trips[4]	7	6	1

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	0%	5%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	86	101	1.16	53	61
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.26	80	101	1.26	63	79

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	18		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	59	11	7	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		32	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	8		0	0	4
Cinema/Entertainment	0	0	0		0	0
Residential	0	17	0	0		0
Hotel	0	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	4	97	101	83	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	101	101	75	1	6
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	61	61	53	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	4	75	79	59	0	1
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	SP NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	80,000	SF	415	203	212
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	300	Rooms	194	99	95
All Other Land Uses[2]				0		
Total				609	302	307

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	13
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	5	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	750	376	374
Internal Capture Percentage	5%	5%	5%
External Vehicle-Trips[3]	578	287	291
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	4	2	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	10%	4%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	203	246	1.18	212	250
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	99	130	1.30	95	124

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	5		73	10	65	13
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	20	84	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		20	0	0	0	0
Retail	0		0	0	0	22
Restaurant	0	123		0	0	92
Cinema/Entertainment	0	10	0		0	1
Residential	0	25	0	0		16
Hotel	0	5	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	5	241	246	199	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	13	117	130	88	0	2
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	13	237	250	201	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	5	119	124	90	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Friday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	80,000	SF	426	230	196
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	300	Rooms	172	100	72
All Other Land Uses[2]				0		
Total				598	330	268

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	6	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	734	409	325
Internal Capture Percentage	5%	4%	6%
External Vehicle-Trips[3]	566	314	252
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	4	2	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	9%	6%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	230	278	1.18	196	231
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	100	131	1.30	72	94

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	5		67	9	60	12
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	15	64	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		22	0	0	0	0
Retail	0		0	0	0	22
Restaurant	0	139		0	0	93
Cinema/Entertainment	0	11	0		0	1
Residential	0	28	0	0		16
Hotel	0	6	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	6	272	278	225	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	12	119	131	89	0	2
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	12	219	231	186	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	6	88	94	66	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Saturday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	80,000	SF	498	259	239
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	300	Rooms	216	121	95
All Other Land Uses[2]				0		
Total				714	380	334

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	14
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	6	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	878	472	406
Internal Capture Percentage	5%	4%	5%
External Vehicle-Trips[3]	679	363	316
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	4	2	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	9%	5%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	259	313	1.18	239	282
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	121	159	1.30	95	124

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	6		82	11	73	14
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	20	84	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	0	0	0	0
Retail	0		0	0	0	27
Restaurant	0	157		0	0	113
Cinema/Entertainment	0	13	0		0	2
Residential	0	31	0	0		19
Hotel	0	6	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	6	307	313	254	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	14	145	159	109	0	2
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	14	268	282	227	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	6	118	124	89	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Winston Farm	**Organization:**	Passero Associates
Project Location:	Town of Saugerties, NY	**Performed By:**	Nick Merrifield
Scenario Description:	RWCS NE	**Date:**	December 2024
Analysis Year:	2040	**Checked By:**	
Analysis Period:	**Sunday Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821	80,000	SF	377	185	192
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	300	Rooms	183	88	95
All Other Land Uses[2]				0		
Total				560	273	287

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel	1.31	0%	1%	1.30	0%	2%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	690	339	351
Internal Capture Percentage	4%	4%	4%
External Vehicle-Trips[3]	535	261	274
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	3	1	2

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	10%	3%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Winston Farm
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	185	224	1.18	192	227
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.31	88	115	1.30	95	124

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	5		66	9	59	11
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	20	84	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		18	0	0	0	0
Retail	0		0	0	0	20
Restaurant	0	112		0	0	82
Cinema/Entertainment	0	9	0		0	1
Residential	0	22	0	0		14
Hotel	0	4	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	4	220	224	182	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	11	104	115	79	0	1
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	11	216	227	183	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	4	120	124	91	0	2
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project: **Winston Farm**
Location: **Town of Saugerties, NY**
Scenario: **RWCS NE**

Description	ITE LUC	SIZE/ UNITS	AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR		% of Total Trips				
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	PM	FRIDAY	SATURDAY	SUNDAY
Shopping Plaza (60-150k)	821	80,000 SF	86	53	203	212	230	196	259	239	185	192	49%	68%	71%	70%	67%
Hotel	310	300 Rooms	80	63	99	95	100	72	121	95	88	95	51%	32%	29%	30%	33%
Sub-Total Site Generated Trips			**166**	**116**	**302**	**307**	**330**	**268**	**380**	**334**	**273**	**287**	100%	100%	100%	100%	100%
Shopping Plaza (60-150k)	821	80,000 SF	86	53	203	212	230	196	259	239	185	192					
Hotel	310	300 Rooms	80	63	99	95	100	72	121	95	88	95					
Total Net Site Generated Trips			**166**	**116**	**302**	**307**	**330**	**268**	**380**	**334**	**273**	**287**					
	AM	PM	Friday	Saturday	Sunday												
Retail - Pass-By	*0%*	*40%*	*31%*	*31%*	*31%*	0	0	81	85	71	61	80	74	57	60		
Retail - Diverted	*0%*	*23%*	*22%*	*22%*	*22%*	0	0	47	49	51	43	57	53	41	42		
Total Hotel Primary Trips						**80**	**63**	**99**	**95**	**100**	**72**	**121**	**95**	**88**	**95**		
Total Retail Primary Trips						**86**	**53**	**75**	**78**	**108**	**92**	**122**	**112**	**87**	**90**		
Total Primary Trips						**166**	**116**	**174**	**173**	**208**	**164**	**243**	**207**	**175**	**185**		
Multi-use Trips						0	0	0	0	0	0	0	0	0	0		
Pass-by and Diverted Trips						0	0	128	134	122	104	137	127	98	102		

Base Internal Capture Percentages

AM PEAK HOUR		PM PEAK HOUR		FRIDAY PEAK HOUR		SATURDAY PEAK HOUR		SUNDAY PEAK HOUR	
Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
4%	0%	2%	5%	2%	5%	2%	5%	2%	5%
0%	5%	10%	4%	9%	6%	9%	5%	10%	3%

Adjusted Internal Capture Percentages

0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Peak Hour		PM Peak Hour		Friday Peak Hour		Saturday Peak Hour		Sunday Peak Hour		
enter	exit	enter	exit	enter	exit	enter	exit	enter	exit	
2%	3%	5%	5%	4%	6%	4%	5%	4%	4%	**Base %**
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**Adjusted %**
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	**% change**

ATTACHMENT G: TRAFFIC VOLUMES MATRICIES

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number:				3A			4A	5A				6	5B				6
				Num of yrs				Commercial South					Residential South				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol	Glasco Apartments	Sherlilly	2040 Background Volumes	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT	Commercial South Site Trips	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT	Residential South Site Trips
				17													
				0.50%						48	30				112	336	
1	NY-212/ Blue Mountain Rd																
	SR	31	31	34			34							3%		10	10
	ST																
	SL	144	144	157			157										
	WR	88	88	96			96										
	WT	142	142	155	6		161		10%		3	3		15%		50	50
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	104	104	113	2		115	10%		5		5	15%		17		17
	EL	18	18	20			20						3%		3		3
2	NY-212/ Churchland Rd																
	SR																
	ST																
	SL																
	WR																
	WT	229	250	272	6		278		10%		3	3		15%		50	50
	WL	9	10	11			11		3%		1	1					
	NR	6	6	7			7	3%		1		1					
	NT																
	NL	13	13	14			14										
	ER	34	34	37			37										
	ET	238	247	269	2		271	10%		5		5	15%		17		17
	EL																
3	NY-212/ Proposed Driveways																
	SR													15%		50	50
	ST																
	SL													20%		67	67
	WR												20%		22		22
	WT	238	260	283	6		289		13%		4	4					
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	244	253	275	2		277	13%		6		6					
	EL												15%		17		17
4	NY-212/ NY-32/Speedway Dwy																
	SR	69	70	76			76		13%		4	4					
	ST	26	26	28			28										
	SL	319	324	353	5	3	361		42%		13	13		17%		57	57
	WR	213	333	362	18	3	383	32%		15		15	12%		13		13
	WT	168	209	227	6		233						20%		22		22
	WL	3	3	3			3										
	NR	1	1	1			1										
	NT	19	23	25			25										
	NL	6	6	7			7										
	ER	4	4	4			4										
	ET	205	205	223	2		225							20%		67	67
	EL	55	69	75			75	13%		6		6					
5	NY-212/ Churchland Ln																
	SR																
	ST																
	SL																
	WR																
	WT	397	522	568	24	3	595	32%		15		15	32%		36		36
	WL	8	10	11			11										
	NR	7	7	8			8										
	NT																
	NL	1	1	1			1										
	ER	2	2	2			2										
	ET	550	567	617	7	3	627		42%		13	13		37%		124	124
	EL																

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number:				3A			4A	5A				6	5B				6
				Num of yrs				Commercial South					Residential South				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol	Glasco Apartments	Sherlilly	2040 Background Volumes	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT	Commercial South Site Trips	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT	Residential South Site Trips
				17						48	30				112	336	
				0.50%													
6	NY-212/ Saugetries Manor Rd																
	SR	3	3	3			3										
	ST																
	SL	3	3	3			3										
	WR	2	2	2			2										
	WT	525	529	576	24	3	603	32%		15		15	32%		36		36
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	541	574	625	7	3	635		42%		13	13		37%		124	124
	EL																
7	NY-212/ Stewart's Exit Dwy																
	SR	47	47	51			51										
	ST																
	SL	7	7	8			8										
	WR	2	2	2			2										
	WT	481	484	527	24	3	554	32%		15		15	32%		36		36
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	546	577	628	7	3	638		42%		13	13		37%		124	124
	EL																
8	NY-212/ Stewart's Enter Dwy																
	SR	2	2	2			2										
	ST																
	SL																
	WR	26	26	28			28										
	WT	479	484	527	24	3	554	32%		15		15	32%		36		36
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	520	557	606	7	3	616		42%		13	13		37%		124	124
	EL	26	27	29			29										
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																
	SR	13	18	20			20										
	ST	15	15	16			16										
	SL	36	37	40			40										
	WR	28	28	30			30										
	WT	268	384	418	24	3	445	12%		6		6	12%		13		13
	WL	75	75	82	11	2	95										
	NR	49	50	54	3	2	59										
	NT	6	6	7			7										
	NL	76	108	118			118	20%		10		10	20%		22		22
	ER	46	49	53			53		30%		9	9		25%		84	84
	ET	433	485	528	7	3	538		12%		4	4		12%		40	40
	EL	21	23	25			25										
10	NY-212/ Pizza Star Exit Dwy																
	SR																
	ST																
	SL																
	WR																
	WT	432	487	530	35	5	570	12%		6		6	12%		13		13
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	517	572	623	10	5	638		12%		4	4		12%		40	40
	EL																

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number: 3A 4A 5A 6 5B 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 48	Trips OUT 30		Enter Dist. %	Exit Dist. %	Trips IN 112	Trips OUT 336	
11	NY-212/ Pizza Star Dwy																
	SR ST SL																
	WR WT WL	432	487	530	35	5	570	12%		6		6	12%		13		13
	NR NT NL																
	ER ET EL	517	572	623	10	5	638		12%		4	4		12%		40	40
12	NY-212/ Tomsons Rd																
	SR ST SL	1	1	1			1										
	WR WT WL	8 430	8 486	9 529	35	5	9 569	12%		6		6	12%		13		13
	NR NT NL																
	ER ET EL	505 11	560 12	610 13	10	5	625 13		12%		4	4		12%		40	40
13	NY-212/ Verizon Exit Dwy																
	SR ST SL																
	WR WT WL				35	5	40	12%		6		6	12%		13		13
	NR NT NL																
	ER ET EL				10	5	15		12%		4	4		12%		40	40
14	NY-212/ Kings Hwy/Buns Burger Dwy																
	SR ST SL																
	WR WT WL	1 306 59	1 306 59	1 333 64	35		1 368 64	7%		3		3	7%		8		8
	NR NT NL	18 188	18 188	20 205		5	20 210	5%		2		2	5%		6		6
	ER ET EL	274 283 3	274 283 3	298 308 3	10	5	303 318 3		5% 7%		2 2	2 2		5% 7%		17 24	17 24
15	NY-212/ Mobil Dwy																
	SR ST SL																
	WR WT WL	351 9	362 9	394 10	35		429 10	7%		3		3	7%		8		8
	NR NT NL	13 4	13 4	14 4			14 4										
	ER ET EL	9 277	9 292	10 318	10		10 328		7%		2	2		7%		24	24

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number: 3A 4A 5A 6 5B 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 48	Commercial South Trips OUT 30	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 112	Residential South Trips OUT 336	Residential South Site Trips
16	NY-212/ Big Lots Dwy																
	SR	11	11	12			12										
	ST																
	SL	3	3	3			3										
	WR	6	6	7			7										
	WT	349	360	392	35		427	7%		3		3	7%		8		8
	WL																
	NR																
	NT																
	NL																
	ER																
	ET	277	291	317	10		327		7%		2	2		7%		24	24
	EL	13	14	15			15										
17	NY-212/ Abbotts Ct/Railroad Ave																
	SR																
	ST																
	SL	1	1	1			1										
	WR																
	WT	356	366	398	35		433	7%		3		3	7%		8		8
	WL	32	32	35			35										
	NR	45	45	49			49										
	NT																
	NL																
	ER	3	3	3			3										
	ET	278	291	317	10		327		7%		2	2		7%		24	24
	EL																
18	NY-212/ Market St																
	SR	55	55	60			60	2%		1		1	2%		2		2
	ST	45	45	49			49										
	SL																
	WR																
	WT																
	WL																
	NR																
	NT	39	39	42			42										
	NL	228	228	248	35		283	5%		2		2	5%		6		6
	ER	149	149	162	10		172		5%		2	2		5%		17	17
	ET																
	EL	71	71	77			77		2%		1	1		2%		7	7
19	Main St/ Market St																
	SR	87	87	95			95										
	ST																
	SL	134	134	146	10		156		5%		2	2		5%		17	17
	WR	130	132	144	35		179	5%		2		2	5%		6		6
	WT	22	22	24			24										
	WL																
	NR																
	NT																
	NL																
	ER	1	1	1			1										
	ET	21	21	23			23										
	EL	151	151	164			164										
20	Main St/ Partition St																
	SR	4	4	4			4										
	ST	33	33	36			36										
	SL	3	3	3			3										
	WR	6	6	7			7										
	WT	100	100	109			109										
	WL	59	59	64	3		67										
	NR	66	66	72	9		81										
	NT	23	23	25			25										
	NL	50	50	54	35		89	5%		2		2	5%		6		6
	ER	63	65	71	10		81		5%		2	2		5%		17	17
	ET	80	82	89			89										
	EL	8	8	9			9										

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PROJECT: Winston Farm
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Figure Number: 3A 4A 5A 6 5B 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 48	Commercial South Trips OUT 30	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 112	Residential South Trips OUT 336	Residential South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																
	SR	3	3	3			3	25%		12		12	25%		28		28
	ST	312	319	347	2		349										
	SL	174	176	192			192										
	WR	10	14	15			15										
	WT	3	3	3			3	30%		14		14	25%		28		28
	WL	101	101	110	3	3	116										
	NR	97	116	126	11	3	140										
	NT	184	305	332	7		339										
	NL	4	4	4			4	45%		22		22	12%		13		13
	ER								55%		17	17		17%		57	57
	ET	1	1	1			1		20%		6	6		20%		67	67
	EL								25%		8	8		25%		84	84
22	NY-32/ Old Rte 32																
	SR																
	ST	455	494	538	2		540	25%		12		12	25%		28		28
	SL																
	WR																
	WT																
	WL																
	NR																
	NT	315	315	343	7		350		25%		8	8		25%		84	84
	NL	4	4	4			4										
	ER	4	4	4			4										
	ET																
	EL																
23	NY-32/ Proposed Driveway																
	SR																
	ST	455	494	538	2		540	25%		12		12	25%		28		28
	SL																
	WR																
	WT																
	WL																
	NR																
	NT	315	315	343	7		350		25%		8	8		25%		84	84
	NL																
	ER																
	ET																
	EL																
24	NY-32/ Mower Mill Rd																
	SR																
	ST	445	490	533	2		535	25%		12		12	25%		28		28
	SL																
	WR																
	WT																
	WL																
	NR																
	NT	313	313	341	7		348		25%		8	8		25%		84	84
	NL	2	2	2			2										
	ER	4	4	4			4										
	ET																
	EL																
25	NY-32/ Hommelville Rd/Peoples Rd																
	SR	1	1	1			1										
	ST	459	459	500	2		502	20%		10		10	20%		22		22
	SL	82	82	89			89										
	WR	24	24	26			26										
	WT	6	6	7			7										
	WL	17	17	19			19	5%		2		2	5%		6		6
	NR	12	21	23			23		5%		2	2		5%		17	17
	NT	172	284	309	7		316		20%		6	6		20%		67	67
	NL	5	8	9			9										
	ER	14	14	15			15										
	ET	10	10	11			11										
	EL																

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
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Figure Number: 3A 4A 5A 6 5B 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 48	Trips OUT 30		Enter Dist. %	Exit Dist. %	Trips IN 112	Trips OUT 336	
26	NY-32/ Old Kings Hwy																
	SR																
	ST	365	435	473	2		475	15%		7		7	10%		11		11
	SL																
	WR	2	2	2			2										
	WT																
	WL	90	107	116			116	5%		2		2	10%		11		11
	NR	51	55	60			60		5%		2	2		10%		34	34
	NT	233	253	275	7		282		15%		5	5		10%		34	34
	NL																
	ER																
	ET																
	EL																
27	NY-32/ Old Rte 32/Malden Tkp																
	SR																
	ST	358	430	468	2		470	15%		7		7	10%		11		11
	SL	44	44	48			48										
	WR	31	31	34			34										
	WT																
	WL	1	1	1			1										
	NR																
	NT	236	255	278	7		285		15%		5	5		10%		34	34
	NL																
	ER	4	4	4			4										
	ET	1	1	1			1										
	EL																
28	Harry Wells Rd/ Buffalo Rd																
	SR																
	ST	71	71	77			77										
	SL																
	WR	4	4	4			4										
	WT																
	WL	13	13	14			14							3%		10	10
	NR	7	7	8			8						3%		3		3
	NT	54	54	59			59										
	NL																
	ER																
	ET																
	EL																

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number:	5C	6	5D	6	7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 156	Trips OUT 95		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 33			
1	NY-212/ Blue Mountain Rd												
	SR											10	44
	ST												
	SL												157
	WR												96
	WT		10%		10	10		18%		6	6	69	230
	WL												
	NR												
	NT												
	NL												
	ER												
	ET	10%		16		16	18%		2		2	39	154
	EL											3	23
2	NY-212/ Churchland Rd												
	SR												
	ST												
	SL												
	WR												
	WT		10%		10	10		18%		6	6	69	347
	WL		3%		3	3						4	15
	NR	3%		5		5						6	13
	NT												
	NL												14
	ER												37
	ET	10%		16		16	18%		2		2	39	310
	EL												
3	NY-212/ Proposed Driveways												
	SR											50	50
	ST												
	SL											67	67
	WR											22	22
	WT		13%		12	12		18%		6	6	22	311
	WL												
	NR												
	NT												
	NL												
	ER												
	ET	13%		20		20	18%		2		2	29	306
	EL											17	17
4	NY-212/ NY-32/Speedway Dwy												
	SR		13%		12	12		18%		6	6	22	98
	ST												28
	SL		42%		40	40		37%		12	12	122	483
	WR	32%		50		50	32%		4		4	82	465
	WT											22	255
	WL												3
	NR												1
	NT												25
	NL												7
	ER												4
	ET											67	292
	EL	13%		20		20	18%		2		2	29	104
5	NY-212/ Churchland Ln												
	SR												
	ST												
	SL												
	WR												
	WT	32%		50		50	32%		4		4	105	700
	WL												11
	NR												8
	NT												
	NL												1
	ER												2
	ET		42%		40	40		37%		12	12	189	816
	EL												

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
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Figure Number: 5C 6 5D 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 156	Trips OUT 95		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 33			
6	NY-212/ Saugetries Manor Rd												
	SR												3
	ST												
	SL												3
	WR												2
	WT	32%		50		50	32%		4		4	105	708
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		42%		40	40		37%		12	12	189	824
	EL												
7	NY-212/ Stewart's Exit Dwy												
	SR												51
	ST												
	SL												8
	WR												2
	WT	32%		50		50	32%		4		4	105	659
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		42%		40	40		37%		12	12	189	827
	EL												
8	NY-212/ Stewart's Enter Dwy												
	SR												2
	ST												
	SL												
	WR												28
	WT	32%		50		50	32%		4		4	105	659
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		42%		40	40		37%		12	12	189	805
	EL												29
9	NY-212/ McDonald's Dwy/I-87 NB Ramp												
	SR												20
	ST												16
	SL												40
	WR												30
	WT	12%		19		19	12%		1		1	39	484
	WL												95
	NR												59
	NT												7
	NL	20%		31		31	20%		2		2	65	183
	ER		30%		29	29		25%		8	8	130	183
	ET		12%		11	11		12%		4	4	59	597
	EL												25
10	NY-212/ Pizza Star Exit Dwy												
	SR												
	ST												
	SL												
	WR												
	WT	12%		19		19	12%		1		1	39	609
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		12%		11	11		12%		4	4	59	697
	EL												

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number: 5C 6 5D 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 156	Trips OUT 95		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 33			
11	NY-212/ Pizza Star Dwy												
	SR												
	ST												
	SL												
	WR												
	WT	12%		19		19	12%		1		1	39	609
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		12%		11	11		12%		4	4	59	697
	EL												
12	NY-212/ Tomsons Rd												
	SR												1
	ST												
	SL												
	WR												9
	WT	12%		19		19	12%		1		1	39	608
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		12%		11	11		12%		4	4	59	684
	EL												13
13	NY-212/ Verizon Exit Dwy												
	SR												
	ST												
	SL												
	WR												
	WT	12%		19		19	12%		1		1	39	79
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		12%		11	11		12%		4	4	59	74
	EL												
14	NY-212/ Kings Hwy/Buns Burger Dwy												
	SR												
	ST												
	SL												
	WR												1
	WT	7%		11		11	7%		1		1	23	391
	WL												64
	NR												20
	NT												
	NL	5%		8		8	5%		1		1	16	226
	ER		5%		5	5		5%		2	2	25	328
	ET		7%		7	7		7%		2	2	35	353
	EL												3
15	NY-212/ Mobil Dwy												
	SR												
	ST												
	SL												
	WR												
	WT	7%		11		11	7%		1		1	23	452
	WL												10
	NR												14
	NT												
	NL												4
	ER												10
	ET		7%		7	7		7%		2	2	35	363
	EL												

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number:	5C	6	5D	6	7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 156	Trips OUT 95		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 33			
16	NY-212/ Big Lots Dwy												
	SR												12
	ST												
	SL												3
	WR												7
	WT	7%		11		11	7%		1		1	23	450
	WL												
	NR												
	NT												
	NL												
	ER												
	ET		7%		7	7		7%		2	2	35	362
	EL												15
17	NY-212/ Abbotts Ct/Railroad Ave												
	SR												
	ST												
	SL												1
	WR												
	WT	7%		11		11	7%		1		1	23	456
	WL												35
	NR												49
	NT												
	NL												
	ER												3
	ET		7%		7	7		7%		2	2	35	362
	EL												
18	NY-212/ Market St												
	SR	2%		3		3	2%		0		0	7	67
	ST												49
	SL												
	WR												
	WT												
	WL												
	NR												
	NT												42
	NL	5%		8		8	5%		1		1	16	299
	ER		5%		5	5		5%		2	2	25	197
	ET												
	EL		2%		2	2		2%		1	1	10	87
19	Main St/ Market St												
	SR												95
	ST												
	SL		5%		5	5		5%		2	2	25	181
	WR	5%		8		8	5%		1		1	16	195
	WT												24
	WL												
	NR												
	NT												
	NL												
	ER												1
	ET												23
	EL												164
20	Main St/ Partition St												
	SR												4
	ST												36
	SL												3
	WR												7
	WT												109
	WL												67
	NR												81
	NT												25
	NL	5%		8		8	5%		1		1	16	105
	ER		5%		5	5		5%		2	2	25	106
	ET												89
	EL												9

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number: 5C 6 5D 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 156	Trips OUT 95		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 33			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd												
	SR											40	43
	ST		55%		52	52		55%		18	18	70	419
	SL		20%		19	19		20%		7	7	26	218
	WR	30%		47		47	25%		3		3	50	65
	WT											42	45
	WL												116
	NR												140
	NT	45%		70		70	50%		6		6	76	415
	NL											35	39
	ER											74	74
	ET											73	74
	EL											92	92
22	NY-32/ Old Rte 32												
	SR												
	ST		75%		71	71		75%		25	25	136	676
	SL												
	WR												
	WT												
	WL												
	NR												
	NT	75%		117		117	75%		8		8	217	567
	NL												4
	ER												4
	ET												
	EL												
23	NY-32/ Proposed Driveway												
	SR	25%		39		39	25%		3		3	42	42
	ST											40	580
	SL												
	WR												
	WT												
	WL												
	NR												
	NT											92	442
	NL	75%		117		117	75%		8		8	125	125
	ER		75%		71	71		75%		25	25	96	96
	ET												
	EL		25%		24	24		25%		8	8	32	32
24	NY-32/ Mower Mill Rd												
	SR												
	ST	25%		39		39	25%		3		3	82	617
	SL												
	WR												
	WT												
	WL												
	NR												
	NT		25%		24	24		25%		8	8	124	472
	NL												2
	ER												4
	ET												
	EL												
25	NY-32/ Hommelville Rd/Peoples Rd												
	SR												1
	ST	20%		31		31	20%		2		2	65	567
	SL												89
	WR												26
	WT												7
	WL	5%		8		8	5%		1		1	16	35
	NR		5%		5	5		5%		2	2	25	48
	NT		20%		19	19		20%		7	7	99	415
	NL												9
	ER												15
	ET												11
	EL												

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: AM Peak

Figure Number: 5C 6 5D 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 156	Trips OUT 95		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 33			
26	NY-32/ Old Kings Hwy												
	SR												
	ST	15%		23		23	10%		1		1	43	518
	SL												
	WR												2
	WT												
	WL	5%		8		8	10%		1		1	23	139
	NR		5%		5	5		10%		3	3	43	103
	NT		15%		14	14		10%		3	3	56	338
	NL												
	ER												
	ET												
	EL												
27	NY-32/ Old Rte 32/Malden Tkp												
	SR												
	ST	15%		23		23	10%		1		1	43	513
	SL												48
	WR												34
	WT												
	WL												1
	NR												
	NT		15%		14	14		10%		3	3	56	341
	NL												
	ER												4
	ET												1
	EL												
28	Harry Wells Rd/ Buffalo Rd												
	SR												
	ST												77
	SL												
	WR												4
	WT												
	WL											10	24
	NR											3	11
	NT												59
	NL												
	ER												
	ET												
	EL												

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number:				3A			4A	5				6A	6B	6	5				6
					Num of yrs														
					17														
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 40	Commercial South Trips OUT 39	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 379	Residential South Trips OUT 229	Residential South Site Trips
1	NY-212/ Blue Mountain Rd																		
	SR	21	22	22	24			24									3%		7	7
	ST																			
	SL	97	101	101	110			110												
	WR	161	167	167	182			182												
	WT	151	157	157	171	4		175		10%		4		-1	3		15%		34	34
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	176	183	183	199	7		206	10%		4				4	15%		57		57
	EL	34	35	35	38			38								3%		11		11
2	NY-212/ Churchland Rd																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	303	315	335	365	4		369		10%		4		-1	3		15%		34	34
	WL	8	8	9	10			10		3%		1			1					
	NR	12	12	12	14			14	3%		1				1					
	NT																			
	NL	30	31	31	34			34												
	ER	28	29	29	32			32												
	ET	296	308	308	335	7		342	10%		4				4	15%		57		57
	EL																			
3	NY-212/ Proposed Driveways																			
	SR																15%		34	34
	ST																			
	SL																20%		46	46
	WR															20%		76		76
	WT	311	323	344	374	4		378		13%		5		-1	4					
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	308	320	320	349	7		356	13%		5				5					
	EL															15%		57		57
4	NY-212/ NY-32/Speedway Dwy																			
	SR	78	81	106	115			115		13%		5		1	6					
	ST	30	31	41	45			45												
	SL	236	245	321	349	18	3	370		42%		16	2	15	33		17%		39	39
	WR	448	466	505	550	10	3	563	32%		13			16	29	12%		45		45
	WT	246	256	256	278	4		282						-2	-2	20%		76		76
	WL	4	4	4	5			5												
	NR	6	6	6	7			7												
	NT	19	20	21	23			23												
	NL	7	7	7	8			8												
	ER	4	4	4	5			5												
	ET	252	262	262	285	7		292						-1	-1		20%		46	46
	EL	67	70	76	83			83	13%		5			1	6					
5	NY-212/ Churchland Ln																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	716	745	785	854	14	3	871	32%		13			14	27	32%		121		121
	WL	16	17	18	20			20												
	NR	10	10	10	11			11												
	NT																			
	NL	1	1	1	1			1												
	ER	5	5	5	6			6												
	ET	512	532	547	595	24	3	622		42%		16	2	14	32		37%		85	85
	EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 3A 4A 5 6A 6B 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 40	Commercial South Trips OUT 39	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 379	Residential South Trips OUT 229	Residential South Site Trips
6	NY-212/ Saugetries Manor Rd																			
	SR	2	2	2	2			2												
	ST																			
	SL	1	1	1	1			1												
	WR	4	4	4	5			5												
	WT	769	800	801	872	14	3	889	32%		13			14	27	32%		121		121
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	534	555	556	605	24	3	632		42%		16	2	14	32		37%		85	85
	EL	1	1	1	1			1												
7	NY-212/ Stewart's Exit Dwy																			
	SR	47	49	49	53			53												
	ST																			
	SL	9	9	9	10			10												
	WR	1	1	1	1			1												
	WT	727	756	756	823	14	3	840	32%		13			14	27	32%		121		121
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	535	556	556	606	24	3	633		42%		16	2	14	32		37%		85	85
	EL	1	1	1	1			1												
8	NY-212/ Stewart's Enter Dwy																			
	SR																			
	ST																			
	SL																			
	WR	37	38	38	42			42												
	WT	728	757	757	824	14	3	841	32%		13			14	27	32%		121		121
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	521	542	550	599	24	3	626		42%		16	2	14	32		37%		85	85
	EL	14	15	15	16			16												
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																			
	SR	11	11	11	12			12												
	ST	12	12	12	14			14												
	SL	30	31	33	36			36												
	WR	46	48	54	59			59												
	WT	541	563	635	691	14	3	708	12%		5				5	12%		45		45
	WL	61	63	70	76	7	2	85												
	NR	67	70	75	82	11	2	95												
	NT	4	4	4	5			5												
	NL	141	147	149	162			162	20%		8			14	22	20%		76		76
	ER	48	50	50	54			54		30%		12		14	26		25%		57	57
	ET	439	457	488	531	24	3	558		12%		5	2		7		12%		27	27
	EL	12	12	12	14			14												
10	NY-212/ Pizza Star Exit Dwy																			
	SR	7	7	7	8			8												
	ST																			
	SL	3	3	3	3			3												
	WR																			
	WT	713	742	752	819	21	5	845	12%		5				5	12%		45		45
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	573	596	596	649	35	5	689		12%		5	2		7		12%		27	27
	EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number:				3A			4A	5				6A	6B	6	5			6
					Num of yrs													
					17													
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 40	Commercial South Trips OUT 39	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 379	Residential South Trips OUT 229	Residential South Site Trips
11	NY-212/ Pizza Star Dwy																			
	SR																			
	ST																			
	SL																			
	WR	5	5	5	6			6												
	WT	713	742	752	819	21	5	845	12%		5				5	12%		45		45
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	573	596	596	649	35	5	689		12%		5	2		7		12%		27	27
	EL	3	3	3	3			3												
12	NY-212/ Tomsons Rd																			
	SR	26	27	27	29			29												
	ST																			
	SL	2	2	2	2			2												
	WR	6	6	6	7			7												
	WT	695	723	730	795	21	5	821	12%		5				5	12%		45		45
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	559	581	581	633	35	5	673		12%		5	2		7		12%		27	27
	EL	14	15	15	16			16												
13	NY-212/ Verizon Exit Dwy																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT					21	5	26	12%		5				5	12%		45		45
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET					35	5	40		12%		5	2		7		12%		27	27
	EL																			
14	NY-212/ Kings Hwy/Buns Burger Dwy																			
	SR	1	1	1	1			1												
	ST	2	2	2	2			2												
	SL	6	6	6	7			7												
	WR	6	6	6	7			7												
	WT	420	437	477	519	21		540	7%		3				3	7%		27		27
	WL	49	51	54	59			59												
	NR	59	61	61	67			67												
	NT	1	1	1	1			1												
	NL	240	250	258	281		5	286	5%		2				2	5%		19		19
	ER	169	176	180	196		5	201		5%		2	1		3		5%		11	11
	ET	375	390	399	434	35		469		7%		3	1		4		7%		16	16
	EL	4	4	4	5			5												
15	NY-212/ Mobil Dwy																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	494	514	533	580	21		601	7%		3				3	7%		27		27
	WL	10	10	10	11			11												
	NR	8	8	8	9			9												
	NT																			
	NL	4	4	4	5			5												
	ER	6	6	6	7			7												
	ET	430	447	460	501	35		536		7%		3	1		4		7%		16	16
	EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number:			3A				4A	5				6A	6B	6	5				6
				Num of yrs															
				17															
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 39				Enter Dist. %	Exit Dist. %	Trips IN 379	Trips OUT 229	
16	NY-212/ Big Lots Dwy																			
	SR	85	88	91	99			99												
	ST																			
	SL	62	64	64	70			70												
	WR	90	94	94	102			102												
	WT	421	438	452	492	21		513	7%		3				3	7%		27		27
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	378	393	408	444	35		479		7%		3	1		4		7%		16	16
	EL	57	59	60	65			65												
17	NY-212/ Abbotts Ct/Railroad Ave																			
	SR																			
	ST																			
	SL	1	1	1	1			1												
	WR	1	1	1	1			1												
	WT	509	529	543	591	21		612	7%		3				3	7%		27		27
	WL	23	24	24	26			26												
	NR	72	75	75	82			82												
	NT	1	1	1	1			1												
	NL	3	3	3	3			3												
	ER	4	4	4	5			5												
	ET	441	459	468	509	35		544		7%		3	1		4		7%		16	16
	EL																			
18	NY-212/ Market St																			
	SR	75	78	78	85			85	2%		1				1	2%		8		8
	ST	64	67	74	81			81												
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	87	90	95	103			103												
	NL	269	280	294	320	21		341	5%		2				2	5%		19		19
	ER	221	230	253	275	35		310		5%		2	1		3		5%		11	11
	ET																			
	EL	99	103	103	112			112		2%		1			1		2%		5	5
19	Main St/ Market St																			
	SR	142	148	148	161			161												
	ST	9	9	9	10			10												
	SL	183	190	190	207	35		242		5%		2	1		3		5%		11	11
	WR	197	205	205	223	21		244	5%		2				2	5%		19		19
	WT	36	37	37	41			41												
	WL	4	4	4	5			5												
	NR																			
	NT																			
	NL																			
	ER	2	2	2	2			2												
	ET	25	26	26	28			28												
	EL	196	204	204	222			222												
20	Main St/ Partition St																			
	SR	15	16	16	17			17												
	ST	44	46	46	50			50												
	SL	6	6	6	7			7												
	WR	6	6	6	7			7												
	WT	135	140	141	153			153												
	WL	105	109	109	119	9		128												
	NR	75	78	78	85	5		90												
	NT	42	44	44	48			48												
	NL	85	88	89	97	21		118	5%		2				2	5%		19		19
	ER	105	109	109	119	35		154		5%		2			2		5%		11	11
	ET	93	97	97	105			105					1		1					
	EL	10	10	10	11			11												

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 3A 4A 5 6A 6B 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 39				Enter Dist. %	Exit Dist. %	Trips IN 379	Trips OUT 229	
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																			
	SR	1	1	1	1			1	25%		10		14		24	25%		95		95
	ST	227	236	351	382	7		389					-10		-10					
	SL	96	100	149	162			162					-4		-4					
	WR	18	19	21	23			23												
	WT	1	1	1	1			1	30%		12		6	8	26	25%		95		95
	WL	112	116	116	127	11	3	141					-6		-6					
	NR	81	84	84	92	7	3	102					-4		-4					
	NT	461	479	517	563	4		567					-19		-19					
	NL	1	1	1	1			1	45%		18		23	17	58	12%		45		45
	ER	1	1	1	1			1		55%		21	14	16	51		17%		39	39
	ET	1	1	1	1			1		20%		8	5	8	21		20%		46	46
	EL	1	1	1	1			1		25%		10	23		33		25%		57	57
22	NY-32/ Old Rte 32																			
	SR	3	3	3	3			3												
	ST	469	488	492	536	7		543	25%		10				10	25%		95		95
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	503	523	539	587	4		591		25%		10	4		14		25%		57	57
	NL																			
	ER	9	9	9	10			10												
	ET																			
	EL	1	1	1	1			1												
23	NY-32/ Proposed Driveway																			
	SR																			
	ST	472	491	495	539	7		546	25%		10				10	25%		95		95
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	504	524	540	588	4		592		25%		10	4		14		25%		57	57
	NL																			
	ER																			
	ET																			
	EL																			
24	NY-32/ Mower Mill Rd																			
	SR	2	2	2	2			2												
	ST	472	491	491	534	7		541	25%		10				10	25%		95		95
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	499	519	537	585	4		589		25%		10	4		14		25%		57	57
	NL	3	3	3	3			3												
	ER	4	4	4	5			5												
	ET																			
	EL	1	1	1	1			1												
25	NY-32/ Hommelville Rd/Peoples Rd																			
	SR	2	2	3	3			3												
	ST	279	290	469	511	7		518	20%		8				8	20%		76		76
	SL	25	26	40	44			44												
	WR	36	37	42	46			46												
	WT	9	9	9	10			10												
	WL	16	17	18	20			20	5%		2				2	5%		19		19
	NR	10	10	10	11			11		5%		2			2		5%		11	11
	NT	436	453	508	553	4		557		20%		8	4		12		20%		46	46
	NL	19	20	20	22			22												
	ER	6	6	6	7			7												
	ET	12	12	12	14			14												
	EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 3A 4A 5 6A 6B 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 40	Commercial South Trips OUT 39	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 379	Residential South Trips OUT 229	Residential South Site Trips
26	NY-32/ Old Kings Hwy																			
	SR ST SL	379	394	411	447	7		454	15%		6				6	10%		38		38
	WR WT WL	93	97	101	110			110	5%		2				2	10%		38		38
	NR NT NL	102 427	106 444	106 444	115 483	4		115 487		5% 15%		2 6	1 3		3 9		10% 10%		23 23	23 23
	ER ET EL																			
27	NY-32/ Old Rte 32/Malden Tkp																			
	SR ST SL	1 376 54	1 391 56	1 410 56	1 446 61	7		1 453 61	15%		6				6	10%		38		38
	WR WT WL	76 1 1	79 1 1	79 1 1	86 1 1			86 1 1												
	NR NT NL	1 421 1	1 438 1	1 442 1	1 481 1	4		1 485 1		15%		6	3		9		10%		23	23
	ER ET EL																			
28	Harry Wells Rd/ Buffalo Rd																			
	SR ST SL	43 5	45 5	45 5	49 6			49 6												
	WR WT WL	8 7	8 7	8 7	9 8			9 8									3%		7	7
	NR NT NL	12 60	12 62	12 62	14 68			14 68								3%		11		11
	ER ET EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 5 6G 6H 6 5 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 137	Trips OUT 142				Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 21			
1	NY-212/ Blue Mountain Rd														
	SR													7	31
	ST														
	SL														110
	WR														182
	WT		10%		14	1		15		18%		4	4	56	231
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	10%		14				14	18%		6		6	81	287
	EL													11	49
2	NY-212/ Churchland Rd														
	SR														
	ST														
	SL														
	WR														
	WT		10%		14	1		15		18%		4	4	56	425
	WL		3%		4			4						5	15
	NR	3%		4				4						5	19
	NT														
	NL														34
	ER														32
	ET	10%		14				14	18%		6		6	81	423
	EL														
3	NY-212/ Proposed Driveways														
	SR													34	34
	ST														
	SL													46	46
	WR													76	76
	WT		13%		18	1		19		18%		4	4	27	405
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	13%		18				18	18%		6		6	29	385
	EL													57	57
4	NY-212/ NY-32/Speedway Dwy														
	SR		13%		18	1	8	27		18%		4	4	37	152
	ST														45
	SL		42%		60	4	79	143		37%		8	8	223	593
	WR	32%		44			79	123	32%		12		12	209	772
	WT						-8	-8						66	348
	WL														5
	NR														7
	NT														23
	NL														8
	ER														5
	ET						-5	-5						40	332
	EL	13%		18			5	23	18%		6		6	35	118
5	NY-212/ Churchland Ln														
	SR														
	ST														
	SL														
	WR														
	WT	32%		44			71	115	32%		12		12	274	1145
	WL														20
	NR														11
	NT														
	NL														1
	ER														6
	ET		42%		60	4	74	138		37%		8	8	263	885
	EL														

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 5 6G 6H 6 5 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 137	Trips OUT 142				Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 21			
6	NY-212/ Saugetries Manor Rd														
	SR ST SL														2 1
	WR WT WL	32%		44			71	115	32%		12		12	274	5 1163
	NR NT NL														
	ER ET EL		42%		60	4	74	138		37%		8	8	263	895 1
7	NY-212/ Stewart's Exit Dwy														
	SR ST SL														53 10
	WR WT WL	32%		44			71	115	32%		12		12	274	1 1114
	NR NT NL														
	ER ET EL		42%		60	4	74	138		37%		8	8	263	896 1
8	NY-212/ Stewart's Enter Dwy														
	SR ST SL														
	WR WT WL	32%		44			71	115	32%		12		12	274	42 1115
	NR NT NL														
	ER ET EL		42%		60	4	74	138		37%		8	8	263	889 16
9	NY-212/ McDonald's Dwy/I-87 NB Ramp														
	SR ST SL														12 14 36
	WR WT WL	12%		16				16	12%		4		4	71	59 779 85
	NR NT NL	20%		27			71	98	20%		7		7	203	95 5 365
	ER ET EL		30% 12%		43 17	4	74	117 21		25% 12%		5 3	5 3	205 58	259 616 14
10	NY-212/ Pizza Star Exit Dwy														
	SR ST SL														8 3
	WR WT WL	12%		16				16	12%		4		4	71	916
	NR NT NL														
	ER ET EL		12%		17	4		21		12%		3	3	58	747

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 5 6G 6H 6 5 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 137	Trips OUT 142				Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 21			
11	NY-212/ Pizza Star Dwy														
	SR														
	ST														
	SL														
	WR														6
	WT	12%		16				16	12%		4		4	71	916
	WL														
	NR														
	NT														
	NL														
	ER														747
	ET		12%		17	4		21		12%		3	3	58	3
	EL														
12	NY-212/ Tomsons Rd														
	SR														29
	ST														
	SL														2
	WR														7
	WT	12%		16				16	12%		4		4	71	892
	WL														
	NR														
	NT														
	NL														
	ER														731
	ET		12%		17	4		21		12%		3	3	58	16
	EL														
13	NY-212/ Verizon Exit Dwy														
	SR														
	ST														
	SL														
	WR														
	WT	12%		16				16	12%		4		4	71	97
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		17	4		21		12%		3	3	58	98
	EL														
14	NY-212/ Kings Hwy/Buns Burger Dwy														
	SR														1
	ST														2
	SL														7
	WR														7
	WT	7%		10				10	7%		3		3	41	581
	WL														59
	NR														67
	NT														1
	NL	5%		7				7	5%		2		2	30	316
	ER		5%		7	2		9		5%		1	1	25	226
	ET		7%		10	2		12		7%		1	1	33	502
	EL														5
15	NY-212/ Mobil Dwy														
	SR														
	ST														
	SL														
	WR														
	WT	7%		10				10	7%		3		3	41	642
	WL														11
	NR														9
	NT														
	NL														5
	ER														7
	ET		7%		10	2		12		7%		1	1	33	569
	EL														

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 5 6G 6H 6 5 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 137	Trips OUT 142				Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 21			
16	NY-212/ Big Lots Dwy														
	SR														99
	ST														
	SL														70
	WR														102
	WT	7%		10				10	7%		3		3	41	554
	WL														
	NR														
	NT														
	NL														
	ER														512
	ET		7%		10	2		12		7%		1	1	33	65
	EL														
17	NY-212/ Abbotts Ct/Railroad Ave														
	SR														
	ST														
	SL														1
	WR														1
	WT	7%		10				10	7%		3		3	41	653
	WL														26
	NR														82
	NT														1
	NL														3
	ER														5
	ET		7%		10	2		12		7%		1	1	33	577
	EL														
18	NY-212/ Market St														
	SR	2%		3				3	2%		1		1	12	97
	ST														81
	SL														
	WR														
	WT														
	WL														
	NR														
	NT														103
	NL	5%		7				7	5%		2		2	30	371
	ER		5%		7	1		8		5%		1	1	24	334
	ET														
	EL		2%		3	1		4		2%		0	0	10	122
19	Main St/ Market St														
	SR														161
	ST														10
	SL		5%		7	1		8		5%		1	1	24	266
	WR	5%		7				7	5%		2		2	30	274
	WT														41
	WL														5
	NR														
	NT														
	NL														
	ER														2
	ET														28
	EL														222
20	Main St/ Partition St														
	SR														17
	ST														50
	SL														7
	WR														7
	WT														153
	WL														128
	NR														90
	NT														48
	NL	5%		7				7	5%		2		2	30	148
	ER		5%		7			7		5%		1	1	22	176
	ET					1		1						2	107
	EL														11

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 5 6G 6H 6 5 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 137	Trips OUT 142				Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 21			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd														
	SR													119	120
	ST		55%		78	5	87	170		55%		12	12	172	561
	SL		20%		28	2	44	74		20%		4	4	75	237
	WR	30%		41			41	82	25%		9		9	91	114
	WT													121	122
	WL													-6	135
	NR													-4	98
	NT	45%		62			84	146	50%		18		18	145	712
	NL													103	104
	ER													90	91
	ET													67	68
	EL													90	91
22	NY-32/ Old Rte 32														
	SR														3
	ST		75%		107	7	131	245		75%		16	16	365	908
	SL														
	WR														
	WT														
	WL														
	NR														
	NT	75%		103			125	228	75%		27		27	326	917
	NL														
	ER														10
	ET														
	EL														1
23	NY-32/ Proposed Driveway														
	SR	25%		34		41		75	25%		9		9	84	84
	ST					-41		-41						64	610
	SL														
	WR														
	WT														
	WL														
	NR														
	NT					-66		-66						5	597
	NL	75%		103		66	125	294	75%		27		27	321	321
	ER		75%		107	48	131	286		75%		16	16	301	301
	ET														
	EL		25%		36	77		113		25%		5	5	118	118
24	NY-32/ Mower Mill Rd														
	SR														2
	ST	25%		34				34	25%		9		9	148	689
	SL														
	WR														
	WT														
	WL														
	NR														
	NT		25%		36	11		47		25%		5	5	123	712
	NL														3
	ER														5
	ET														
	EL														1
25	NY-32/ Hommelville Rd/Peoples Rd														
	SR														3
	ST	20%		27				27	20%		7		7	118	636
	SL														44
	WR														46
	WT														10
	WL	5%		7				7	5%		2		2	30	50
	NR		5%		7			7		5%		1	1	22	33
	NT		20%		28	11		39		20%		4	4	101	658
	NL														22
	ER														7
	ET														14
	EL														

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: PM Peak

Figure Number: 5 6G 6H 6 5 6 7A

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 137	Trips OUT 142				Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 21			
26	NY-32/ Old Kings Hwy														
	SR ST SL	15%		21				21	10%		4		4	68	522
	WR WT WL	5%		7				7	10%		4		4	50	160
	NR NT NL		5% 15%		7 21	2 9		9 30		10% 10%		2 2	2 2	37 64	152 551
	ER ET EL														
27	NY-32/ Old Rte 32/Malden Tkp														
	SR ST SL	15%		21				21	10%		4		4	68	1 521 61
	WR WT WL														86 1 1
	NR NT NL		15%		21	9		30		10%		2	2	64	1 549 1
	ER ET EL														
28	Harry Wells Rd/ Buffalo Rd														
	SR ST SL														49 6
	WR WT WL									3%		1	1	8	9 16
	NR NT NL								3%		1		1	12	26 68
	ER ET EL														

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Friday Evening Peak

Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 74	Commercial South Trips OUT 60	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 394	Residential South Trips OUT 228	Residential South Site Trips
1	NY-212/ Blue Mountain Rd																		
	SR	29	29	32			32									3%		7	7
	ST																		
	SL	74	74	81			81												
	WR	147	147	160			160												
	WT	201	201	219	4		223		10%		6			6		15%		34	34
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	165	165	180	6		186	10%		7				7	15%		59		59
	EL	39	39	42			42								3%		12		12
2	NY-212/ Churchland Rd																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	357	357	389	4		393		10%		6			6		15%		34	34
	WL	14	14	15			15		3%		2			2					
	NR	14	14	15			15	3%		2				2					
	NT																		
	NL	33	33	36			36												
	ER	15	15	16			16												
	ET	263	263	286	6		292	10%		7				7	15%		59		59
	EL																		
3	NY-212/ Proposed Driveways																		
	SR															15%		34	34
	ST																		
	SL															20%		46	46
	WR														20%		79		79
	WT	371	371	404	4		408		13%		8			8					
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	277	277	302	6		308	13%		10				10					
	EL														15%		59		59
4	NY-212/ NY-32/Speedway Dwy																		
	SR	101	101	110			110		13%		8		2	10					
	ST	26	26	28			28												
	SL	257	257	280	18	3	301		42%		25	-2	17	40		17%		39	39
	WR	635	653	711	10	3	724	32%		24			21	45	12%		47		47
	WT	267	274	298	4		302						-2	-2	20%		79		79
	WL	2	2	2			2												
	NR	6	6	7			7												
	NT	22	22	24			24												
	NL	6	6	7			7												
	ER	9	9	10			10												
	ET	220	220	239	6		245						-1	-1		20%		46	46
	EL	72	72	78			78	13%		10			1	11					
5	NY-212/ Churchland Ln																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	943	968	1054	14	3	1071	32%		24			19	43	32%		126		126
	WL	18	18	20			20												
	NR	12	12	13			13												
	NT																		
	NL	1	1	1			1												
	ER	5	5	5			5												
	ET	509	513	558	24	3	585		42%		25	-2	16	39		37%		84	84
	EL																		

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Friday Evening Peak

Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 74	Commercial South Trips OUT 60	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 394	Residential South Trips OUT 228	Residential South Site Trips
6	NY-212/ Saugetries Manor Rd																		
	SR	2	2	2			2												
	ST																		
	SL	3	3	3			3												
	WR	4	4	4			4												
	WT	959	984	1071	14	3	1088	32%		24			19	43	32%		126		126
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	520	522	568	24	3	595		42%		25	-2	16	39		37%		84	84
	EL	3	3	3			3												
7	NY-212/ Stewart's Exit Dwy																		
	SR	57	57	62			62												
	ST																		
	SL	10	10	11			11												
	WR																		
	WT	906	931	1013	14	3	1030	32%		24			19	43	32%		126		126
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	522	524	570	24	3	597		42%		25	-2	16	39		37%		84	84
	EL	1	1	1			1												
8	NY-212/ Stewart's Enter Dwy																		
	SR																		
	ST																		
	SL																		
	WR	40	41	45			45												
	WT	906	931	1013	14	3	1030	32%		24			19	43	32%		126		126
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	521	523	569	24	3	596		42%		25	-2	16	39		37%		84	84
	EL	11	11	12			12												
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																		
	SR	27	27	29			29												
	ST	12	12	13			13												
	SL	33	33	36			36												
	WR	38	40	44			44												
	WT	645	673	733	14	3	750	12%		9				9	12%		47		47
	WL	73	76	83	7	2	92												
	NR	96	97	106	11	2	119												
	NT	24	24	26			26												
	NL	272	272	296			296	20%		15			19	34	20%		79		79
	ER	40	40	44			44		30%		18		16	34		25%		57	57
	ET	455	459	500	24	3	527		12%		7	-2		5		12%		27	27
	EL	24	24	26			26												
10	NY-212/ Pizza Star Exit Dwy																		
	SR	8	8	9			9												
	ST																		
	SL	2	2	2			2												
	WR																		
	WT	746	781	850	21	5	876	12%		9				9	12%		47		47
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	585	589	641	35	5	681		12%		7	-2		5		12%		27	27
	EL																		

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Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 74	Commercial South Trips OUT 60	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 394	Residential South Trips OUT 228	Residential South Site Trips
11	NY-212/ Pizza Star Dwy																		
	SR																		
	ST																		
	SL	1	1	1			1												
	WR	11	12	13			13												
	WT	746	781	850	21	5	876	12%		9				9	12%		47		47
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	585	589	641	35	5	681		12%		7	-2		5		12%		27	27
	EL	2	2	2			2												
12	NY-212/ Tomsons Rd																		
	SR	39	39	42			42												
	ST																		
	SL	4	4	4			4												
	WR	7	7	8			8												
	WT	716	754	821	21	5	847	12%		9				9	12%		47		47
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	577	577	628	35	5	668		12%		7	-2		5		12%		27	27
	EL	13	13	14			14												
13	NY-212/ Verizon Exit Dwy																		
	SR	7	7	8			8												
	ST																		
	SL																		
	WR																		
	WT	717	754	821	21	5	847	12%		9				9	12%		47		47
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	579	580	631	35	5	671		12%		7	-2		5		12%		27	27
	EL	1	1	1			1												
14	NY-212/ Kings Hwy/Buns Burger Dwy																		
	SR	2	2	2			2												
	ST	4	4	4			4												
	SL	2	2	2			2												
	WR	2	2	2			2												
	WT	439	476	518	21		539	7%		5				5	7%		28		28
	WL	55	60	65			65												
	NR	64	64	70			70												
	NT	3	3	3			3												
	NL	276	276	300		5	305	5%		4				4	5%		20		20
	ER	155	155	169		5	174		5%		3	-1		2		5%		11	11
	ET	418	419	456	35		491		7%		4	-1		3		7%		16	16
	EL	6	6	7			7												
15	NY-212/ Mobil Dwy																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	486	530	577	21		598	7%		5				5	7%		28		28
	WL	10	11	12			12												
	NR	11	11	12			12												
	NT																		
	NL	8	8	9			9												
	ER	3	3	3			3												
	ET	482	482	525	35		560		7%		4	-1		3		7%		16	16
	EL																		

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Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 74	Commercial South Trips OUT 60	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 394	Residential South Trips OUT 228	Residential South Site Trips
16	NY-212/ Big Lots Dwy																		
	SR	106	106	115			115												
	ST																		
	SL	61	61	66			66												
	WR	84	94	102			102												
	WT	390	435	473	21		494	7%		5				5	7%		28		28
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	396	396	431	35		466		7%		4	-1		3		7%		16	16
	EL	97	97	106			106												
17	NY-212/ Abbotts Ct/Railroad Ave																		
	SR	1	1	1			1												
	ST																		
	SL	1	1	1			1												
	WR	2	2	2			2												
	WT	525	525	571	21		592	7%		5				5	7%		28		28
	WL	29	29	32			32												
	NR	63	63	69			69												
	NT																		
	NL	3	3	3			3												
	ER	5	5	5			5												
	ET	441	452	492	35		527		7%		4	-1		3		7%		16	16
	EL																		
18	NY-212/ Market St																		
	SR	121	121	132			132	2%		1				1	2%		8		8
	ST	75	75	82			82												
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	85	85	93			93												
	NL	287	287	312	21		333	5%		4				4	5%		20		20
	ER	237	237	258	35		293		5%		3	-1		2		5%		11	11
	ET																		
	EL	106	106	115			115		2%		1			1		2%		5	5
19	Main St/ Market St																		
	SR	128	128	139			139												
	ST	6	6	7			7												
	SL	167	172	187	35		222		5%		3	-1		2		5%		11	11
	WR	186	186	202	21		223	5%		4				4	5%		20		20
	WT	37	37	40			40												
	WL	8	8	9			9												
	NR																		
	NT																		
	NL																		
	ER	8	8	9			9												
	ET	41	43	47			47												
	EL	205	205	223			223												
20	Main St/ Partition St																		
	SR	9	9	10			10												
	ST	60	60	65			65												
	SL	2	2	2			2												
	WR	6	6	7			7												
	WT	125	130	142			142												
	WL	90	90	98	9		107												
	NR	71	71	77	5		82												
	NT	53	53	58			58												
	NL	89	92	100	21		121	5%		4				4	5%		20		20
	ER	98	98	107	35		142		5%		3	-1		2		5%		11	11
	ET	99	99	108			108												
	EL	18	18	20			20												

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Figure Number:		3B			4B	5				6C	6D	6	5				6
			Num of yrs														
			17														
LOCATION NUMBER	**INTERSECTION DESCRIPTION**	**2023 Existing**	**2023 Balanced Volumes**	**2040 Bkgd Vol** 0.50%	**Glasco Apartments**	**Sherlilly**	**2040 Background Volumes**	**Commercial South** Enter Dist. %	Exit Dist. %	Trips IN 74	Trips OUT 60	**Pass-by Trips**	**Diverted Trips**	**Commercial South Site Trips**	**Residential South** Enter Dist. %	Exit Dist. %	Trips IN 394	Trips OUT 228	**Residential South Site Trips**
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																		
	SR	2	2	2			2	25%		19		16		35	25%		99		99
	ST	232	240	261	7		268					-9		-9					
	SL	171	175	190			190					-7		-7					
	WR	24	24	26			26												
	WT	1	1	1			1	30%		22		7	12	41	25%		99		99
	WL	143	144	157	11	3	171					-7		-7					
	NR	83	85	93	7	3	103					-3		-3					
	NT	636	655	713	3		716					-23		-23					
	NL	7	7	8			8	45%		33		26	22	81	12%		47		47
	ER								55%		33	13	19	65		17%		39	39
	ET								20%		12	5	9	26		20%		46	46
	EL	1	1	1			1		25%		15	21		36		25%		57	57
22	NY-32/ Old Rte 32																		
	SR																		
	ST	403	409	445	7		452	25%		19				19	25%		99		99
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	644	667	726	3		729		25%		15	-2		13		25%		57	57
	NL	13	13	14			14												
	ER	8	8	9			9												
	ET																		
	EL																		
23	NY-32/ Proposed Driveway																		
	SR																		
	ST	403	409	445	7		452	25%		19				19	25%		99		99
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	644	667	726	3		729		25%		15	-2		13		25%		57	57
	NL																		
	ER																		
	ET																		
	EL																		
24	NY-32/ Mower Mill Rd																		
	SR	1	1	1			1												
	ST	398	404	440	7		447	25%		19				19	25%		99		99
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	637	663	722	3		725		25%		15	-2		13		25%		57	57
	NL	4	4	4			4												
	ER	5	5	5			5												
	ET																		
	EL																		
25	NY-32/ Hommelville Rd/Peoples Rd																		
	SR	1	1	1			1												
	ST	383	386	420	7		427	20%		15				15	20%		79		79
	SL	41	41	45			45												
	WR	49	49	53			53												
	WT	4	4	4			4												
	WL	8	8	9			9	5%		4				4	5%		20		20
	NR	14	14	15			15		5%		3			3		5%		11	11
	NT	615	632	688	3		691		20%		12	-2		10		20%		46	46
	NL	16	17	19			19												
	ER	11	11	12			12												
	ET	5	5	5			5												
	EL																		

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Figure Number:				3B			4B	5				6C	6D	6	5				6
				Num of yrs				Commercial South							Residential South				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 17	Glasco Apartments	Sherlilly	2040 Background Volumes	Enter Dist. %	Exit Dist. %	Trips IN 74	Trips OUT 60	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Enter Dist. %	Exit Dist. %	Trips IN 394	Trips OUT 228	Residential South Site Trips
				0.50%															
26	NY-32/ Old Kings Hwy																		
	SR																		
	ST	328	334	364	7		371	15%		11				11	10%		39		39
	SL	1	1	1			1												
	WR																		
	WT																		
	WL	92	94	102			102	5%		4				4	10%		39		39
	NR	126	131	143			143		5%		3			3		10%		23	23
	NT	527	550	599	3		602		15%		9	-2		7		10%		23	23
	NL																		
	ER																		
	ET																		
	EL																		
27	NY-32/ Old Rte 32/Malden Tkp																		
	SR																		
	ST	322	331	360	7		367	15%		11				11	10%		39		39
	SL	31	31	34			34												
	WR	52	52	57			57												
	WT	2	2	2			2												
	WL	1	1	1			1												
	NR																		
	NT	520	545	593	3		596		15%		9	-2		7		10%		23	23
	NL	5	5	5			5												
	ER	3	3	3			3												
	ET	1	1	1			1												
	EL																		
28	Harry Wells Rd/ Buffalo Rd																		
	SR																		
	ST	43	43	47			47												
	SL	7	7	8			8												
	WR	2	2	2			2												
	WT																		
	WL	5	5	5			5									3%		7	7
	NR	11	11	12			12								3%		12		12
	NT	53	53	58			58												
	NL																		
	ER																		
	ET																		
	EL																		

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Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 165	Trips OUT 141				Enter Dist. %	Exit Dist. %	Trips IN 39	Trips OUT 22			
1	NY-212/ Blue Mountain Rd														
	SR													7	39
	ST														
	SL														81
	WR					-1	-1	-2						-2	158
	WT		10%		14			14		18%		4	4	58	281
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	10%		17				17	18%		7		7	90	276
	EL													12	54
2	NY-212/ Churchland Rd														
	SR														
	ST														
	SL														
	WR														
	WT		10%		14	-1	-1	12		18%		4	4	56	449
	WL		3%		4			4						6	21
	NR	3%		5				5						7	22
	NT														
	NL														36
	ER														16
	ET	10%		17				17	18%		7		7	90	382
	EL														
3	NY-212/ Proposed Driveways														
	SR													34	34
	ST														
	SL													46	46
	WR													79	79
	WT		13%		18	-1	-1	16		18%		4	4	28	436
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	13%		21				21	18%		7		7	38	346
	EL													59	59
4	NY-212/ NY-32/Speedway Dwy														
	SR		13%		18	-1	4	21		18%		4	4	35	145
	ST														28
	SL		42%		59	-3	40	96		37%		8	8	183	484
	WR	32%		53			49	102	32%		12		12	206	930
	WT						-5	-5						72	374
	WL														2
	NR														7
	NT														24
	NL														7
	ER														10
	ET						-3	-3						42	287
	EL	13%		21			3	24	18%		7		7	42	120
5	NY-212/ Churchland Ln														
	SR														
	ST														
	SL														
	WR														
	WT	32%		53			44	97	32%		12		12	278	1349
	WL														20
	NR														13
	NT														
	NL														1
	ER														5
	ET		42%		59	-3	37	93		37%		8	8	225	810
	EL														

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Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 165	Trips OUT 141				Enter Dist. %	Exit Dist. %	Trips IN 39	Trips OUT 22			
6	NY-212/ Saugetries Manor Rd														
	SR														2
	ST														
	SL														3
	WR														4
	WT	32%		53			44	97	32%		12		12	278	1366
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		59	-3	37	93		37%		8	8	225	820
	EL														3
7	NY-212/ Stewart's Exit Dwy														
	SR														62
	ST														
	SL														11
	WR														
	WT	32%		53			44	97	32%		12		12	278	1308
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		59	-3	37	93		37%		8	8	225	822
	EL														1
8	NY-212/ Stewart's Enter Dwy														
	SR														
	ST														
	SL														
	WR														45
	WT	32%		53			44	97	32%		12		12	278	1308
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		59	-3	37	93		37%		8	8	225	821
	EL														12
9	NY-212/ McDonald's Dwy/I-87 NB Ramp														
	SR														29
	ST														13
	SL														36
	WR														44
	WT	12%		20				20	12%		5		5	81	831
	WL														92
	NR														119
	NT														26
	NL	20%		33			44	77	20%		8		8	197	493
	ER		30%		42		37	79		25%		6	6	176	220
	ET		12%		17	-3		14		12%		3	3	49	576
	EL														26
10	NY-212/ Pizza Star Exit Dwy														
	SR														9
	ST														
	SL														2
	WR														
	WT	12%		20				20	12%		5		5	81	957
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		17	-3		14		12%		3	3	49	730
	EL														

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Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 165	Trips OUT 141				Enter Dist. %	Exit Dist. %	Trips IN 39	Trips OUT 22			
11	NY-212/ Pizza Star Dwy														
	SR														
	ST														
	SL														1
	WR														13
	WT	12%		20				20	12%		5		5	81	957
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		17	-3		14		12%		3	3	49	730
	EL														2
12	NY-212/ Tomsons Rd														
	SR														
	ST														42
	SL														4
	WR														8
	WT	12%		20				20	12%		5		5	81	928
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		17	-3		14		12%		3	3	49	717
	EL														14
13	NY-212/ Verizon Exit Dwy														
	SR														8
	ST														
	SL														
	WR														
	WT	12%		20				20	12%		5		5	81	928
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		17	-3		14		12%		3	3	49	720
	EL														1
14	NY-212/ Kings Hwy/Buns Burger Dwy														
	SR														2
	ST														4
	SL														2
	WR														2
	WT	7%		12				12	7%		3		3	47	586
	WL														65
	NR														70
	NT														3
	NL	5%		8				8	5%		2		2	34	339
	ER		5%		7	-1		6		5%		1	1	21	195
	ET		7%		10	-2		8		7%		2	2	29	520
	EL														7
15	NY-212/ Mobil Dwy														
	SR														
	ST														
	SL														
	WR														
	WT	7%		12				12	7%		3		3	47	645
	WL														12
	NR														12
	NT														
	NL														9
	ER														3
	ET		7%		10	-2		8		7%		2	2	29	589
	EL														

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Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 165	Trips OUT 141				Enter Dist. %	Exit Dist. %	Trips IN 39	Trips OUT 22			
16	NY-212/ Big Lots Dwy														
	SR														115
	ST														
	SL														66
	WR														102
	WT	7%		12				12	7%		3		3	47	541
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		7%		10	-2		8		7%		2	2	29	495
	EL														106
17	NY-212/ Abbotts Ct/Railroad Ave														
	SR														1
	ST														
	SL														1
	WR														2
	WT	7%		12				12	7%		3		3	47	639
	WL														32
	NR														69
	NT														
	NL														3
	ER														5
	ET		7%		10	-2		8		7%		2	2	29	556
	EL														
18	NY-212/ Market St														
	SR	2%		3				3	2%		1		1	13	145
	ST														82
	SL														
	WR														
	WT														
	WL														
	NR														
	NT														93
	NL	5%		8				8	5%		2		2	34	367
	ER		5%		7	-1		6		5%		1	1	21	314
	ET														
	EL		2%		3	-1		2		2%		0	0	8	123
19	Main St/ Market St														
	SR														139
	ST														7
	SL		5%		7	-1		6		5%		1	1	21	243
	WR	5%		8				8	5%		2		2	34	257
	WT														40
	WL														9
	NR														
	NT														
	NL														
	ER														9
	ET														47
	EL														223
20	Main St/ Partition St														
	SR														10
	ST														65
	SL														2
	WR														7
	WT														142
	WL														107
	NR														82
	NT														58
	NL	5%		8				8	5%		2		2	34	155
	ER		5%		7	-1		6		5%		1	1	21	163
	ET														108
	EL														20

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 165	Trips OUT 141				Enter Dist. %	Exit Dist. %	Trips IN 39	Trips OUT 22			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd														
	SR													133	135
	ST		55%		78	-4	44	118		55%		12	12	121	389
	SL		20%		28	-2	22	48		20%		4	4	46	236
	WR	30%		50			25	75	25%		10		10	84	110
	WT													140	141
	WL													-7	164
	NR													-3	100
	NT	45%		74			52	126	50%		20		20	123	839
	NL													129	137
	ER													104	104
	ET													72	72
	EL													93	94
22	NY-32/ Old Rte 32														
	SR														
	ST		75%		106	-6	66	166		75%		17	17	299	751
	SL														
	WR														
	WT														
	WL														
	NR														
	NT	75%		124			77	201	75%		29		29	300	1029
	NL														14
	ER														9
	ET														
	EL														
23	NY-32/ Proposed Driveway														
	SR	25%		41		42		83	25%		10		10	93	93
	ST					-42		-42						75	527
	SL														
	WR														
	WT														
	WL														
	NR														
	NT					-67		-67						3	732
	NL	75%		124		67	77	268	75%		29		29	297	297
	ER		75%		106	36	66	208		75%		17	17	224	224
	ET														
	EL		25%		35	57		92		25%		6	6	98	98
24	NY-32/ Mower Mill Rd														
	SR														1
	ST	25%		41				41	25%		10		10	168	615
	SL														
	WR														
	WT														
	WL														
	NR														
	NT		25%		35	-10		25		25%		6	6	101	826
	NL														4
	ER														5
	ET														
	EL														
25	NY-32/ Hommelville Rd/Peoples Rd														
	SR														1
	ST	20%		33				33	20%		8		8	134	561
	SL														45
	WR														53
	WT														4
	WL	5%		8				8	5%		2		2	34	43
	NR		5%		7			7		5%		1	1	23	38
	NT		20%		28	-10		18		20%		4	4	78	769
	NL														19
	ER														12
	ET														5
	EL														

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 165	Trips OUT 141				Enter Dist. %	Exit Dist. %	Trips IN 39	Trips OUT 22			
26	NY-32/ Old Kings Hwy														
	SR														450
	ST	15%		25				25	10%		4		4	79	
	SL														1
	WR														
	WT														
	WL	5%		8				8	10%		4		4	55	157
	NR		5%		7	-2		5		10%		2	2	33	176
	NT		15%		21	-8		13		10%		2	2	45	647
	NL														
	ER														
	ET														
	EL														
27	NY-32/ Old Rte 32/Malden Tkp														
	SR														446
	ST	15%		25				25	10%		4		4	79	
	SL														34
	WR														57
	WT														2
	WL														1
	NR														
	NT		15%		21	-8		13		10%		2	2	45	641
	NL														5
	ER														3
	ET														1
	EL														
28	Harry Wells Rd/ Buffalo Rd														
	SR														
	ST														47
	SL														8
	WR														2
	WT														
	WL									3%		1	1	8	13
	NR								3%		1		1	13	25
	NT														58
	NL														
	ER														
	ET														
	EL														

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number:			3B			4B	5				6C	6D	6	5				6
				Num of yrs														
				17														
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 56				Enter Dist. %	Exit Dist. %	Trips IN 319	Trips OUT 282	
1	NY-212/ Blue Mountain Rd																	
	SR	25	25	27			27									3%		8	8
	ST																		
	SL	85	85	93			93												
	WR	81	81	88			88												
	WT	153	153	167	4		171		10%		6	-1		5		15%		42	42
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	172	172	187	4		191	10%		7				7	15%		48		48
	EL	18	18	20			20								3%		10		10
2	NY-212/ Churchland Rd																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	261	276	300	4		304		10%		6	-1		5		15%		42	42
	WL	13	14	15			15		3%		2			2					
	NR	12	12	13			13	3%		2				2					
	NT																		
	NL	13	13	14			14												
	ER	15	15	16			16												
	ET	283	283	308	4		312	10%		7				7	15%		48		48
	EL																		
3	NY-212/ Proposed Driveways																		
	SR															15%		42	42
	ST																		
	SL															20%		56	56
	WR														20%		64		64
	WT	274	290	316	4		320		13%		7	-1		6					
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	295	295	321	4		325	13%		9				9					
	EL														15%		48		48
4	NY-212/ NY-32/Speedway Dwy																		
	SR	60	60	65			65		13%		7	-1	2	8					
	ST	26	26	28			28												
	SL	267	278	303	10	14	327		42%		24	-2	16	38		17%		48	48
	WR	339	422	459	10	1	470	32%		21			20	41	12%		38		38
	WT	201	251	273	4		277						-2	-2	20%		64		64
	WL	3	3	3			3												
	NR	6	6	7			7												
	NT	25	25	27			27												
	NL	4	4	4			4												
	ER	6	6	7			7												
	ET	218	227	247	4		251						-1	-1		20%		56	56
	EL	46	46	50			50	13%		9			1	10					
5	NY-212/ Churchland Ln																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	562	712	775	14	1	790	32%		21			18	39	32%		102		102
	WL	13	16	17			17												
	NR	10	10	11			11												
	NT																		
	NL	4	4	4			4												
	ER	8	8	9			9												
	ET	523	543	591	14	14	619		42%		24	-2	15	37		37%		104	104
	EL																		

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 66	Commercial South Trips OUT 56	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 319	Residential South Trips OUT 282	Residential South Site Trips
6	NY-212/ Saugetries Manor Rd																		
	SR	2	2	2			2												
	ST																		
	SL	4	4	4			4												
	WR	3	3	3			3												
	WT	725	726	790	14	1	805	32%		21			18	39	32%		102		102
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	552	553	602	14	14	630		42%		24	-2	15	37		37%		104	104
	EL																		
7	NY-212/ Stewart's Exit Dwy																		
	SR	54	54	59			59												
	ST																		
	SL	3	3	3			3												
	WR	1	1	1			1												
	WT	675	675	735	14	1	750	32%		21			18	39	32%		102		102
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	557	557	606	14	14	634		42%		24	-2	15	37		37%		104	104
	EL																		
8	NY-212/ Stewart's Enter Dwy																		
	SR	2	2	2			2												
	ST																		
	SL																		
	WR	37	37	40			40												
	WT	674	674	734	14	1	749	32%		21			18	39	32%		102		102
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	551	551	600	14	14	628		42%		24	-2	15	37		37%		104	104
	EL	9	9	10			10												
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																		
	SR	27	52	57			57												
	ST	7	7	8			8												
	SL	39	39	42			42												
	WR	51	60	65			65												
	WT	402	488	531	14	1	546	12%		8				8	12%		38		38
	WL	58	67	73	7	2	82												
	NR	62	64	70	7	14	91												
	NT	7	7	8			8												
	NL	77	171	186			186	20%		13			18	31	20%		64		64
	ER	43	44	48			48		30%		17		15	32		25%		71	71
	ET	469	486	529	14	14	557		12%		7	-2		5		12%		34	34
	EL	21	21	23			23												
10	NY-212/ Pizza Star Exit Dwy																		
	SR	7	7	8			8												
	ST																		
	SL	3	3	3			3												
	WR																		
	WT	590	608	662	21	3	686	12%		8				8	12%		38		38
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	563	589	641	21	28	690		12%		7	-2		5		12%		34	34
	EL																		

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
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Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 66	Commercial South Trips OUT 56	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 319	Residential South Trips OUT 282	Residential South Site Trips
11	NY-212/ Pizza Star Dwy																		
	SR																		
	ST																		
	SL	1	1	1			1												
	WR	10	10	11			11												
	WT	590	608	662	21	3	686	12%		8				8	12%		38		38
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	561	587	639	21	28	688		12%		7	-2		5		12%		34	34
	EL	5	5	5			5												
12	NY-212/ Tomsons Rd																		
	SR	18	19	21			21												
	ST																		
	SL	4	4	4			4												
	WR	1	1	1			1												
	WT	556	599	652	21	3	676	12%		8				8	12%		38		38
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	572	577	628	21	28	677		12%		7	-2		5		12%		34	34
	EL	11	11	12			12												
13	NY-212/ Verizon Exit Dwy																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT				21	3	24	12%		8				8	12%		38		38
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET				21	28	49		12%		7	-2		5		12%		34	34
	EL																		
14	NY-212/ Kings Hwy/Buns Burger Dwy																		
	SR	2	2	2			2												
	ST																		
	SL	3	3	3			3												
	WR	1	1	1			1												
	WT	347	452	492	21		513	7%		5				5	7%		22		22
	WL	49	59	64			64												
	NR	45	45	49			49												
	NT																		
	NL	142	146	159		3	162	5%		3				3	5%		16		16
	ER	164	171	186		28	214		5%		3	-1		2		5%		14	14
	ET	387	404	440	21		461		7%		4	-1		3		7%		20	20
	EL	6	6	7			7												
15	NY-212/ Mobil Dwy																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	478	509	554	21		575	7%		5				5	7%		22		22
	WL	15	15	16			16												
	NR	11	11	12			12												
	NT																		
	NL	3	3	3			3												
	ER	2	2	2			2												
	ET	403	450	490	21		511		7%		4	-1		3		7%		20	20
	EL																		

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PROJECT: Winston Farm
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Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 66	Commercial South Trips OUT 56	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 319	Residential South Trips OUT 282	Residential South Site Trips
16	NY-212/ Big Lots Dwy																		
	SR	64	70	76			76												
	ST																		
	SL	46	46	50			50												
	WR	75	75	82			82												
	WT	429	454	494	21		515	7%		5				5	7%		22		22
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	367	409	445	21		466		7%		4	-1		3		7%		20	20
	EL	46	52	57			57												
17	NY-212/ Abbotts Ct/Railroad Ave																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	497	525	571	21		592	7%		5				5	7%		22		22
	WL	17	17	19			19												
	NR	36	36	39			39												
	NT																		
	NL	4	4	4			4												
	ER	3	3	3			3												
	ET	413	452	492	21		513		7%		4	-1		3		7%		20	20
	EL																		
18	NY-212/ Market St																		
	SR	84	84	91			91	2%		1				1	2%		6		6
	ST	67	67	73			73												
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	72	81	88			88												
	NL	237	267	291	21		312	5%		3				3	5%		16		16
	ER	280	280	305	21		326		5%		3	-1		2		5%		14	14
	ET																		
	EL	80	80	87			87		2%		1			1		2%		6	6
19	Main St/ Market St																		
	SR	112	112	122			122												
	ST	10	10	11			11												
	SL	211	211	230	21		251		5%		3	-1		2		5%		14	14
	WR	195	196	213	21		234	5%		3				3	5%		16		16
	WT	30	30	33			33												
	WL	1	1	1			1												
	NR																		
	NT																		
	NL																		
	ER	6	6	7			7												
	ET	29	29	32			32												
	EL	167	167	182			182												
20	Main St/ Partition St																		
	SR	25	25	27			27												
	ST	46	46	50			50												
	SL	4	4	4			4												
	WR	8	8	9			9												
	WT	111	111	121			121												
	WL	93	93	101	5		106												
	NR	78	78	85	5		90												
	NT	65	65	71			71												
	NL	91	91	99	21		120	5%		3				3	5%		16		16
	ER	133	140	152	21		173		5%		3	-1		2		5%		14	14
	ET	83	87	95			95												
	EL	13	13	14			14												

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Figure Number: 3B 4B 5 6C 6D 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 66	Commercial South Trips OUT 56	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 319	Residential South Trips OUT 282	Residential South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																		
	SR	2	2	2			2	25%		17		14		31	25%		80		80
	ST	243	400	435	3		438					-9		-9					
	SL	129	212	231			231					-5		-5					
	WR	26	30	33			33												
	WT	3	3	3			3	30%		20		6	10	36	25%		80		80
	WL	85	85	93	7	14	114					-6		-6					
	NR	75	75	82	7	1	90					-5		-5					
	NT	296	336	366	3		369					-18		-18					
	NL	4	4	4			4	45%		30		23	21	74	12%		38		38
	ER	2	2	2			2		55%		31	12	18	61		17%		48	48
	ET	1	1	1			1		20%		11	5	8	24		20%		56	56
	EL	1	1	1			1		25%		14	20		34		25%		71	71
22	NY-32/ Old Rte 32																		
	SR	3	3	3			3												
	ST	602	609	663	3		666	25%		17				17	25%		80		80
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	352	363	395	3		398		25%		14	2		16		25%		71	71
	NL	4	4	4			4												
	ER	5	5	5			5												
	ET																		
	EL																		
23	NY-32/ Proposed Driveway																		
	SR																		
	ST	605	612	666	3		669	25%		17				17	25%		80		80
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	352	363	395	3		398		25%		14	2		16		25%		71	71
	NL																		
	ER																		
	ET																		
	EL																		
24	NY-32/ Mower Mill Rd																		
	SR																		
	ST	609	612	666	3		669	25%		17				17	25%		80		80
	SL																		
	WR																		
	WT																		
	WL																		
	NR																		
	NT	349	361	393	3		396		25%		14	2		16		25%		71	71
	NL	2	2	2			2												
	ER																		
	ET																		
	EL																		
25	NY-32/ Hommelville Rd/Peoples Rd																		
	SR	1	1	1			1												
	ST	330	595	648	3		651	20%		13				13	20%		64		64
	SL	29	52	57			57												
	WR	21	26	28			28												
	WT	3	3	3			3												
	WL	12	12	13			13	5%		3				3	5%		16		16
	NR	16	16	17			17		5%		3			3		5%		14	14
	NT	271	335	365	3		368		20%		11	2		13		20%		56	56
	NL	10	10	11			11												
	ER	5	5	5			5												
	ET	10	10	11			11												
	EL	1	1	1			1												

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number:			3B			4B	5				6C	6D	6	5				6
				Num of yrs														
				17														
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 56				Enter Dist. %	Exit Dist. %	Trips IN 319	Trips OUT 282	
26	NY-32/ Old Kings Hwy																		
	SR																		
	ST	581	591	643	3		646	15%		10				10	10%		32		32
	SL	3	3	3			3												
	WR																		
	WT																		
	WL	57	57	62			62	5%		3				3	10%		32		32
	NR	66	66	72			72		5%		3			3		10%		28	28
	NT	293	296	322	3		325		15%		8	2		10		10%		28	28
	NL																		
	ER																		
	ET																		
	EL																		
27	NY-32/ Old Rte 32/Malden Tkp																		
	SR																		
	ST	593	593	645	3		648	15%		10				10	10%		32		32
	SL	32	32	35			35												
	WR	35	35	38			38												
	WT	1	1	1			1												
	WL																		
	NR																		
	NT	294	294	320	3		323		15%		8	2		10		10%		28	28
	NL	2	2	2			2												
	ER	1	1	1			1												
	ET																		
	EL																		
28	Harry Wells Rd/ Buffalo Rd																		
	SR																		
	ST	42	42	46			46												
	SL	2	2	2			2												
	WR	1	1	1			1												
	WT																		
	WL	7	7	8			8									3%		8	8
	NR	12	12	13			13								3%		10		10
	NT	43	43	47			47												
	NL																		
	ER																		
	ET																		
	EL																		

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 231				Enter Dist. %	Exit Dist. %	Trips IN 31	Trips OUT 27			
1	NY-212/ Blue Mountain Rd														
	SR													8	35
	ST														
	SL														93
	WR														88
	WT		10%		23		-1	22		18%		5	5	74	245
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	10%		25				25	18%		6		6	85	276
	EL													10	30
2	NY-212/ Churchland Rd														
	SR														
	ST														
	SL														
	WR														
	WT		10%		23		-1	22		18%		5	5	74	378
	WL		3%		7			7						9	24
	NR	3%		8				8						10	23
	NT														
	NL														14
	ER														16
	ET	10%		25				25	18%		6		6	85	397
	EL														
3	NY-212/ Proposed Driveways														
	SR													42	42
	ST														
	SL													56	56
	WR													64	64
	WT		13%		30		-1	29		18%		5	5	40	360
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	13%		33				33	18%		6		6	47	372
	EL													48	48
4	NY-212/ NY-32/Speedway Dwy														
	SR		13%		30		10	40		18%		5	5	53	118
	ST														28
	SL		42%		97	-2	102	197		37%		10	10	292	619
	WR	32%		80			113	193	32%		10		10	283	753
	WT						-11	-11						51	328
	WL														3
	NR														7
	NT														27
	NL														4
	ER														7
	ET						-7	-7						48	299
	EL	13%		33			7	40	18%		6		6	55	105
5	NY-212/ Churchland Ln														
	SR														
	ST														
	SL														
	WR														
	WT	32%		80			102	182	32%		10		10	333	1123
	WL														17
	NR														11
	NT														
	NL														4
	ER														9
	ET		42%		97	-2	95	190		37%		10	10	341	960
	EL														

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 231				Enter Dist. %	Exit Dist. %	Trips IN 31	Trips OUT 27			
6	NY-212/ Saugetries Manor Rd														
	SR														2
	ST														
	SL														4
	WR														3
	WT	32%		80			102	182	32%		10		10	333	1138
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		97	-2	95	190		37%		10	10	341	971
	EL														
7	NY-212/ Stewart's Exit Dwy														
	SR														59
	ST														
	SL														3
	WR														1
	WT	32%		80			102	182	32%		10		10	333	1083
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		97	-2	95	190		37%		10	10	341	975
	EL														
8	NY-212/ Stewart's Enter Dwy														
	SR														2
	ST														
	SL														
	WR														40
	WT	32%		80			102	182	32%		10		10	333	1082
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		97	-2	95	190		37%		10	10	341	969
	EL														10
9	NY-212/ McDonald's Dwy/I-87 NB Ramp														
	SR														57
	ST														8
	SL														42
	WR														65
	WT	12%		30				30	12%		4		4	80	626
	WL														82
	NR														91
	NT														8
	NL	20%		50			102	152	20%		6		6	253	439
	ER		30%		69		95	164		25%		7	7	273	321
	ET		12%		28	-2		26		12%		3	3	68	625
	EL														23
10	NY-212/ Pizza Star Exit Dwy														
	SR														8
	ST														
	SL														3
	WR														
	WT	12%		30				30	12%		4		4	80	766
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		28	-2		26		12%		3	3	68	758
	EL														

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 231				Enter Dist. %	Exit Dist. %	Trips IN 31	Trips OUT 27			
11	NY-212/ Pizza Star Dwy														
	SR ST SL														1
	WR WT WL	12%		30				30	12%		4		4	80	11 766
	NR NT NL														
	ER ET EL		12%		28	-2		26		12%		3	3	68	756 5
12	NY-212/ Tomsons Rd														
	SR ST SL														21 4
	WR WT WL	12%		30				30	12%		4		4	80	1 756
	NR NT NL														
	ER ET EL		12%		28	-2		26		12%		3	3	68	745 12
13	NY-212/ Verizon Exit Dwy														
	SR ST SL														
	WR WT WL	12%		30				30	12%		4		4	80	104
	NR NT NL														
	ER ET EL		12%		28	-2		26		12%		3	3	68	117
14	NY-212/ Kings Hwy/Buns Burger Dwy														
	SR ST SL														2 3
	WR WT WL	7%		18				18	7%		2		2	47	1 560 64
	NR NT NL	5%		13				13	5%		2		2	33	49 195
	ER ET EL		5% 7%		12 16	-1 -1		11 15		5% 7%		1 2	1 2	28 40	242 501 7
15	NY-212/ Mobil Dwy														
	SR ST SL														
	WR WT WL	7%		18				18	7%		2		2	47	622 16
	NR NT NL														12 3
	ER ET EL		7%		16	-1		15		7%		2	2	40	2 551

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
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Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 231				Enter Dist. %	Exit Dist. %	Trips IN 31	Trips OUT 27			
16	NY-212/ Big Lots Dwy														
	SR														76
	ST														
	SL														50
	WR														82
	WT	7%		18				18	7%		2		2	47	562
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		7%		16	-1		15		7%		2	2	40	506
	EL														57
17	NY-212/ Abbotts Ct/Railroad Ave														
	SR														
	ST														
	SL														
	WR														
	WT	7%		18				18	7%		2		2	47	639
	WL														19
	NR														39
	NT														
	NL														4
	ER														3
	ET		7%		16	-1		15		7%		2	2	40	553
	EL														
18	NY-212/ Market St														
	SR	2%		5				5	2%		1		1	13	104
	ST														73
	SL														
	WR														
	WT														
	WL														
	NR														
	NT														88
	NL	5%		13				13	5%		2		2	33	345
	ER		5%		12	-1		11		5%		1	1	28	354
	ET														
	EL		2%		5			5		2%		1	1	12	99
19	Main St/ Market St														
	SR														122
	ST														11
	SL		5%		12	-1		11		5%		1	1	28	279
	WR	5%		13				13	5%		2		2	33	267
	WT														33
	WL														1
	NR														
	NT														
	NL														
	ER														7
	ET														32
	EL														182
20	Main St/ Partition St														
	SR														27
	ST														50
	SL														4
	WR														9
	WT														121
	WL														106
	NR														90
	NT														71
	NL	5%		13				13	5%		2		2	33	153
	ER		5%		12	-1		11		5%		1	1	28	201
	ET														95
	EL														14

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 231				Enter Dist. %	Exit Dist. %	Trips IN 31	Trips OUT 27			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd														
	SR													110	112
	ST		55%		127	-2	112	237		55%		15	15	243	681
	SL		20%		46	-1	55	100		20%		5	5	101	332
	WR	30%		75			61	136	25%		8		8	144	177
	WT													116	119
	WL													-6	108
	NR													-5	85
	NT	45%		113			120	233	50%		16		16	230	599
	NL													112	116
	ER													109	111
	ET													81	82
	EL													105	106
22	NY-32/ Old Rte 32														
	SR														3
	ST		75%		173	-3	167	337		75%		20	20	454	1120
	SL														
	WR														
	WT														
	WL														
	NR														
	NT	75%		188			181	369	75%		23		23	479	877
	NL														4
	ER														5
	ET														
	EL														
23	NY-32/ Proposed Driveway														
	SR	25%		63		39		102	25%		8		8	110	110
	ST					-39		-39						57	726
	SL														
	WR														
	WT														
	WL														
	NR														
	NT					-62		-62						25	423
	NL	75%		188		62	181	431	75%		23		23	455	455
	ER		75%		173	36	167	376		75%		20	20	397	397
	ET														
	EL		25%		58	57		115		25%		7	7	122	122
24	NY-32/ Mower Mill Rd														
	SR														
	ST	25%		63				63	25%		8		8	167	836
	SL														
	WR														
	WT														
	WL														
	NR														
	NT		25%		58	-5		53		25%		7	7	146	542
	NL														2
	ER														
	ET														
	EL														
25	NY-32/ Hommelville Rd/Peoples Rd														
	SR														1
	ST	20%		50				50	20%		6		6	133	784
	SL														57
	WR														28
	WT														3
	WL	5%		13				13	5%		2		2	33	46
	NR		5%		12			12		5%		1	1	30	47
	NT		20%		46	-5		41		20%		5	5	116	484
	NL														11
	ER														5
	ET														11
	EL														1

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6I 6J 6 5 6 7B

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 231				Enter Dist. %	Exit Dist. %	Trips IN 31	Trips OUT 27			
26	NY-32/ Old Kings Hwy														
	SR														729
	ST	15%		38				38	10%		3		3	83	3
	SL														
	WR														
	WT														
	WL	5%		13				13	10%		3		3	51	113
	NR		5%		12	-1		11		10%		3	3	44	116
	NT		15%		35	-4		31		10%		3	3	72	397
	NL														
	ER														
	ET														
	EL														
27	NY-32/ Old Rte 32/Malden Tkp														
	SR														731
	ST	15%		38				38	10%		3		3	83	35
	SL														
	WR														38
	WT														1
	WL														
	NR														395
	NT		15%		35	-4		31		10%		3	3	72	2
	NL														
	ER														1
	ET														
	EL														
28	Harry Wells Rd/ Buffalo Rd														
	SR														46
	ST														2
	SL														
	WR														1
	WT														
	WL									3%		1	1	9	17
	NR								3%		1		1	11	24
	NT														47
	NL														
	ER														
	ET														
	EL														

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Sunday Midday Peak

Figure Number:					3C			4C	5				6E	6F	6	5			6
					Num of yrs														
					17														
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 47	Trips OUT 44				Enter Dist. %	Exit Dist. %	Trips IN 292	Trips OUT 267	
1	NY-212/ Blue Mountain Rd																			
	SR	28	29	29	31			31									3%		8	8
	ST																			
	SL	88	90	90	98			98												
	WR	77	79	79	85			85												
	WT	117	119	119	130	3		133		10%		4			4		15%		40	40
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	154	157	157	171	3		174	10%		5				5	15%		44		44
	EL	31	32	32	34			34								3%		9		9
2	NY-212/ Churchland Rd																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	223	227	227	248	3		251		10%		4			4		15%		40	40
	WL	10	10	10	11			11		3%		1			1					
	NR	9	9	9	10			10	3%		1				1					
	NT																			
	NL	16	16	16	18			18												
	ER	13	13	13	14			14												
	ET	255	260	260	283	3		286	10%		5				5	15%		44		44
	EL																			
3	NY-212/ Proposed Driveways																			
	SR																15%		40	40
	ST																			
	SL																20%		53	53
	WR															20%		58		58
	WT	233	238	238	259	3		262		13%		6			6					
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	264	269	269	293	3		296	13%		6				6					
	EL															15%		44		44
4	NY-212/ NY-32/Speedway Dwy																			
	SR	48	49	49	53			53		13%		6		1	7					
	ST	31	32	32	34			34												
	SL	290	296	297	323	9	14	346		42%		18	2	13	33		17%		45	45
	WR	408	416	420	457	9	1	467	32%		15			13	28	12%		35		35
	WT	161	164	164	179	3		182						-1	-1	20%		58		58
	WL	10	10	10	11			11												
	NR	4	4	4	4			4												
	NT	33	34	34	37			37												
	NL	3	3	3	3			3												
	ER	6	6	6	7			7												
	ET	208	212	212	231	3		234						-1	-1		20%		53	53
	EL	38	39	40	44			44	13%		6			1	7					
5	NY-212/ Churchland Ln																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	598	610	610	664	12	1	677	32%		15			12	27	32%		93		93
	WL	11	11	11	12			12												
	NR	17	17	17	19			19												
	NT																			
	NL	1	1	1	1			1												
	ER	2	2	2	2			2												
	ET	538	549	551	600	12	14	626		42%		18	2	12	32		37%		99	99
	EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
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Figure Number: 3C 4C 5 6E 6F 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 47	Trips OUT 44				Enter Dist. %	Exit Dist. %	Trips IN 292	Trips OUT 267	
6	NY-212/ Saugetries Manor Rd																			
	SR																			
	ST																			
	SL	1	1	1	1			1												
	WR	5	5	5	6			6												
	WT	609	621	621	676	12	1	689	32%		15			12	27	32%		93		93
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	557	568	568	618	12	14	644		42%		18	2	12	32		37%		99	99
	EL																			
7	NY-212/ Stewart's Exit Dwy																			
	SR	45	46	46	50			50												
	ST																			
	SL	11	11	11	12			12												
	WR																			
	WT	569	580	580	632	12	1	645	32%		15			12	27	32%		93		93
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	539	550	568	618	12	14	644		42%		18	2	12	32		37%		99	99
	EL	1	1	1	1			1												
8	NY-212/ Stewart's Enter Dwy																			
	SR																			
	ST																			
	SL																			
	WR	29	30	30	32			32												
	WT	569	580	580	632	12	1	645	32%		15			12	27	32%		93		93
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	550	561	579	630	12	14	656		42%		18	2	12	32		37%		99	99
	EL																			
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																			
	SR	50	51	51	56			56												
	ST	5	5	5	6			6												
	SL	46	47	47	51			51												
	WR	49	50	50	54			54												
	WT	411	419	420	457	12	1	470	12%		6				6	12%		35		35
	WL	50	51	51	56	6	2	64												
	NR	48	49	50	54	6	14	74												
	NT	12	12	12	13			13												
	NL	136	139	139	151			151	20%		9			12	21	20%		58		58
	ER	64	65	67	73			73		30%		13		12	25		25%		67	67
	ET	433	442	457	497	12	14	523		12%		5	2		7		12%		32	32
	EL	53	54	55	60			60												
10	NY-212/ Pizza Star Exit Dwy																			
	SR	3	3	3	3			3												
	ST																			
	SL	4	4	4	4			4												
	WR																			
	WT	501	511	518	564	18	3	585	12%		6				6	12%		35		35
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	531	542	554	603	18	28	649		12%		5	2		7		12%		32	32
	EL																			

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Sunday Midday Peak

Figure Number:				3C			4C	5				6E	6F	6	5			6
					Num of yrs													
					17													
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 47	Trips OUT 44				Enter Dist. %	Exit Dist. %	Trips IN 292	Trips OUT 267	
11	NY-212/ Pizza Star Dwy																			
	SR																			
	ST																			
	SL																			
	WR	4	4	4	4			4												
	WT	501	511	518	564	18	3	585	12%		6				6	12%		35		35
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	527	538	554	603	18	28	649		12%		5	2		7		12%		32	32
	EL	4	4	4	4			4												
12	NY-212/ Tomsons Rd																			
	SR	14	14	14	16			16												
	ST																			
	SL	1	1	1	1			1												
	WR	9	9	9	10			10												
	WT	491	501	508	553	18	3	574	12%		6				6	12%		35		35
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	517	527	544	592	18	28	638		12%		5	2		7		12%		32	32
	EL	10	10	10	11			11												
13	NY-212/ Verizon Exit Dwy																			
	SR	8	8	8	9			9												
	ST																			
	SL																			
	WR																			
	WT	493	503	509	554	18	3	575	12%		6				6	12%		35		35
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	520	530	545	593	18	28	639		12%		5	2		7		12%		32	32
	EL																			
14	NY-212/ Kings Hwy/Buns Burger Dwy																			
	SR	2	2	2	2			2												
	ST	1	1	1	1			1												
	SL	3	3	3	3			3												
	WR	5	5	5	6			6												
	WT	349	356	361	393	18		411	7%		3				3	7%		20		20
	WL	42	43	43	47			47												
	NR	41	42	42	46			46												
	NT	1	1	1	1			1												
	NL	142	145	146	159		3	162	5%		2				2	5%		15		15
	ER	154	157	161	175		28	203		5%		2	1		3		5%		13	13
	ET	355	362	373	406	18		424		7%		3	1		4		7%		19	19
	EL	11	11	11	12			12												
15	NY-212/ Mobil Dwy																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	393	401	406	442	18		460	7%		3				3	7%		20		20
	WL	15	15	15	17			17												
	NR	13	13	13	14			14												
	NT																			
	NL	3	3	3	3			3												
	ER	5	5	5	6			6												
	ET	393	401	413	450	18		468		7%		3	1		4		7%		19	19
	EL																			

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Figure Number:				3C				4C	5				6E	6F	6	5			6
					Num of yrs														
					17														
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 47	Trips OUT 44				Enter Dist. %	Exit Dist. %	Trips IN 292	Trips OUT 267	
16	NY-212/ Big Lots Dwy																			
	SR	83	85	85	92			92												
	ST																			
	SL	43	44	44	48			48												
	WR	69	70	70	77			77												
	WT	324	330	336	366	18		384	7%		3				3	7%		20		20
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	335	342	351	382	18		400		7%		3	1		4		7%		19	19
	EL	73	74	75	82			82												
17	NY-212/ Abbotts Ct/Railroad Ave																			
	SR	1	1	1	1			1												
	ST																			
	SL	2	2	2	2			2												
	WR																			
	WT	388	396	401	436	18		454	7%		3				3	7%		20		20
	WL	15	15	15	17			17												
	NR	33	34	34	37			37												
	NT																			
	NL	4	4	4	4			4												
	ER	2	2	2	2			2												
	ET	371	378	392	427	18		445		7%		3	1		4		7%		19	19
	EL	1	1	1	1			1												
18	NY-212/ Market St																			
	SR	49	50	50	54			54	2%		1				1	2%		6		6
	ST	51	52	52	57			57												
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	45	46	46	50			50												
	NL	277	283	283	308	18		326	5%		2				2	5%		15		15
	ER	251	256	256	279	18		297		5%		2	1		3		5%		13	13
	ET																			
	EL	49	50	50	54			54		2%		1			1		2%		5	5
19	Main St/ Market St																			
	SR	104	106	106	115			115												
	ST	5	5	5	6			6												
	SL	177	181	181	197	18		215		5%		2	1		3		5%		13	13
	WR	178	182	184	200	18		218	5%		2				2	5%		15		15
	WT	30	31	31	33			33												
	WL	6	6	6	7			7												
	NR																			
	NT																			
	NL																			
	ER	3	3	3	3			3												
	ET	37	38	38	41			41												
	EL	137	140	140	152			152												
20	Main St/ Partition St																			
	SR	14	14	14	16			16												
	ST	43	44	44	48			48												
	SL	1	1	1	1			1												
	WR	1	1	1	1			1												
	WT	106	108	108	118			118												
	WL	79	81	81	88	5		93												
	NR	71	72	72	79	5		84												
	NT	26	27	27	29			29												
	NL	97	99	99	108	18		126	5%		2				2	5%		15		15
	ER	111	113	117	127	18		145		5%		2	1		3		5%		13	13
	ET	86	88	92	100			100												
	EL	10	10	10	11			11												

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Figure Number: 3C 4C 5 6E 6F 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 47	Trips OUT 44				Enter Dist. %	Exit Dist. %	Trips IN 292	Trips OUT 267	
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																			
	SR	4	4	4	4			4	25%		12		10		22	25%		73		73
	ST	255	260	266	290	3		293					-4		-4					
	SL	459	468	468	510			510					-6		-6					
	WR	10	10	10	11			11												
	WT	2	2	2	2			2	30%		14		4	8	26	25%		73		73
	WL	108	110	112	122	6	14	142					-4		-4					
	NR	145	148	148	161	6	1	168					-5		-5					
	NT	332	339	339	369	3		372					-12		-12					
	NL	7	7	7	8			8	45%		21		17	14	52	12%		35		35
	ER									55%		24	10	14	48		17%		45	45
	ET	1	1	1	1			1		20%		9	3	7	19		20%		53	53
	EL	1	1	1	1			1		25%		11	16		27		25%		67	67
22	NY-32/ Old Rte 32																			
	SR	1	1	1	1			1												
	ST	697	711	733	798	3		801	25%		12				12	25%		73		73
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	337	344	346	377	3		380		25%		11	4		15		25%		67	67
	NL	4	4	4	4			4												
	ER	5	5	5	6			6												
	ET																			
	EL																			
23	NY-32/ Proposed Driveway																			
	SR																			
	ST	698	712	734	799	3		802	25%		12				12	25%		73		73
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	337	344	346	377	3		380		25%		11	4		15		25%		67	67
	NL																			
	ER																			
	ET																			
	EL																			
24	NY-32/ Mower Mill Rd																			
	SR	3	3	3	3			3												
	ST	690	704	730	795	3		798	25%		12				12	25%		73		73
	SL																			
	WR																			
	WT																			
	WL																			
	NR																			
	NT	330	337	341	371	3		374		25%		11	4		15		25%		67	67
	NL	5	5	5	6			6												
	ER	4	4	4	4			4												
	ET																			
	EL	1	1	1	1			1												
25	NY-32/ Hommelville Rd/Peoples Rd																			
	SR	1	1	1	1			1												
	ST	683	697	717	780	3		783	20%		9				9	20%		58		58
	SL	32	33	33	36			36												
	WR	23	23	23	26			26												
	WT	3	3	3	3			3												
	WL	8	8	8	9			9	5%		2				2	5%		15		15
	NR	7	7	7	8			8		5%		2			2		5%		13	13
	NT	312	318	326	355	3		358		20%		9	4		13		20%		53	53
	NL	9	9	9	10			10												
	ER	8	8	8	9			9												
	ET	3	3	3	3			3												
	EL																			

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SCENARIO: As of Right
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Figure Number: 3C 4C 5 6E 6F 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 47	Trips OUT 44				Enter Dist. %	Exit Dist. %	Trips IN 292	Trips OUT 267	
26	NY-32/ Old Kings Hwy																			
	SR ST SL	659	672	687	748	3		751	15%		7				7	10%		29		29
	WR WT WL	62	63	64	70			70	5%		2				2	10%		29		29
	NR NT NL	53 276	54 282	56 293	61 319	3		61 322		5% 15%		2 7	1 3		3 10		10% 10%		27 27	27 27
	ER ET EL																			
27	NY-32/ Old Rte 32/Malden Tkp																			
	SR ST SL	659 42	672 43	687 43	748 47	3		751 47	15%		7				7	10%		29		29
	WR WT WL	31 1	32 1	32 1	34 1			34 1												
	NR NT NL	2 273 2	2 278 2	2 289 2	2 315 2	3		2 318 2		15%		7	3		10		10%		27	27
	ER ET EL																			
28	Harry Wells Rd/ Buffalo Rd																			
	SR ST SL	33 3	34 3	34 3	37 3			37 3												
	WR WT WL	2 5	2 5	2 5	2 6			2 6									3%		8	8
	NR NT NL	8 28	8 29	8 29	9 31			9 31								3%		9		9
	ER ET EL																			

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Figure Number: 5 6K 6L 6 5 6 7C

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 157	Trips OUT 164				Enter Dist. %	Exit Dist. %	Trips IN 26	Trips OUT 23			
1	NY-212/ Blue Mountain Rd														
	SR													8	39
	ST														
	SL														98
	WR														85
	WT		10%		16		1	17		18%		4	4	66	199
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	10%		16				16	18%		5		5	69	243
	EL													9	43
2	NY-212/ Churchland Rd														
	SR														
	ST														
	SL														
	WR														
	WT		10%		16		1	17		18%		4	4	66	317
	WL		3%		5			5						6	17
	NR	3%		5				5						6	16
	NT														
	NL														18
	ER														14
	ET	10%		16				16	18%		5		5	69	355
	EL														
3	NY-212/ Proposed Driveways														
	SR													40	40
	ST														
	SL													53	53
	WR													58	58
	WT		13%		21		1	22		18%		4	4	32	294
	WL														
	NR														
	NT														
	NL														
	ER														
	ET	13%		20				20	18%		5		5	31	327
	EL													44	44
4	NY-212/ NY-32/Speedway Dwy														
	SR		13%		21		5	26		18%		4	4	37	90
	ST														34
	SL		42%		69	1	47	117		37%		9	9	204	550
	WR	32%		50			46	96	32%		8		8	168	635
	WT						-4	-4						53	235
	WL														11
	NR														4
	NT														37
	NL														3
	ER														7
	ET						-3	-3						49	283
	EL	13%		20			3	23	18%		5		5	35	79
5	NY-212/ Churchland Ln														
	SR														
	ST														
	SL														
	WR														
	WT	32%		50			42	92	32%		8		8	221	898
	WL														12
	NR														19
	NT														
	NL														1
	ER														2
	ET		42%		69	1	44	114		37%		9	9	254	880
	EL														

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Figure Number: 5 6K 6L 6 5 6 7C

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 157	Trips OUT 164				Enter Dist. %	Exit Dist. %	Trips IN 26	Trips OUT 23			
6	NY-212/ Saugetries Manor Rd														
	SR														
	ST														
	SL														1
	WR														6
	WT	32%		50			42	92	32%		8		8	221	910
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		69	1	44	114		37%		9	9	254	898
	EL														
7	NY-212/ Stewart's Exit Dwy														
	SR														50
	ST														
	SL														12
	WR														
	WT	32%		50			42	92	32%		8		8	221	866
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		69	1	44	114		37%		9	9	254	898
	EL														1
8	NY-212/ Stewart's Enter Dwy														
	SR														
	ST														
	SL														
	WR														32
	WT	32%		50			42	92	32%		8		8	221	866
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		42%		69	1	44	114		37%		9	9	254	910
	EL														
9	NY-212/ McDonald's Dwy/I-87 NB Ramp														
	SR														56
	ST														6
	SL														51
	WR														54
	WT	12%		19				19	12%		3		3	63	533
	WL														64
	NR														74
	NT														13
	NL	20%		31			42	73	20%		5		5	158	309
	ER		30%		49		44	93		25%		6	6	191	264
	ET		12%		20	1		21		12%		3	3	63	586
	EL														60
10	NY-212/ Pizza Star Exit Dwy														
	SR														3
	ST														
	SL														4
	WR														
	WT	12%		19				19	12%		3		3	63	648
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		20	1		21		12%		3	3	63	712
	EL														

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Figure Number: 5 6K 6L 6 5 6 7C

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 157	Trips OUT 164				Enter Dist. %	Exit Dist. %	Trips IN 26	Trips OUT 23			
11	NY-212/ Pizza Star Dwy														
	SR														
	ST														
	SL														
	WR														4
	WT	12%		19				19	12%		3		3	63	648
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		20	1		21		12%		3	3	63	712
	EL														4
12	NY-212/ Tomsons Rd														
	SR														16
	ST														
	SL														1
	WR														10
	WT	12%		19				19	12%		3		3	63	637
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		20	1		21		12%		3	3	63	701
	EL														11
13	NY-212/ Verizon Exit Dwy														
	SR														9
	ST														
	SL														
	WR														
	WT	12%		19				19	12%		3		3	63	638
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		12%		20	1		21		12%		3	3	63	702
	EL														
14	NY-212/ Kings Hwy/Buns Burger Dwy														
	SR														2
	ST														1
	SL														3
	WR														6
	WT	7%		11				11	7%		2		2	37	448
	WL														47
	NR														46
	NT														1
	NL	5%		8				8	5%		1		1	26	188
	ER		5%		8			8		5%		1	1	26	229
	ET		7%		11	1		12		7%		2	2	37	461
	EL														12
15	NY-212/ Mobil Dwy														
	SR														
	ST														
	SL														
	WR														
	WT	7%		11				11	7%		2		2	37	497
	WL														17
	NR														14
	NT														
	NL														3
	ER														6
	ET		7%		11	1		12		7%		2	2	37	505
	EL														

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6K 6L 6 5 6 7C

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 157	Trips OUT 164				Enter Dist. %	Exit Dist. %	Trips IN 26	Trips OUT 23			
16	NY-212/ Big Lots Dwy														
	SR														92
	ST														
	SL														48
	WR														77
	WT	7%		11				11	7%		2		2	37	421
	WL														
	NR														
	NT														
	NL														
	ER														
	ET		7%		11	1		12		7%		2	2	37	437
	EL														82
17	NY-212/ Abbotts Ct/Railroad Ave														
	SR														1
	ST														
	SL														2
	WR														
	WT	7%		11				11	7%		2		2	37	491
	WL														17
	NR														37
	NT														
	NL														4
	ER														2
	ET		7%		11	1		12		7%		2	2	37	482
	EL														1
18	NY-212/ Market St														
	SR	2%		3				3	2%		1		1	10	64
	ST														57
	SL														
	WR														
	WT														
	WL														
	NR														
	NT														50
	NL	5%		8				8	5%		1		1	26	352
	ER		5%		8	1		9		5%		1	1	27	324
	ET														
	EL		2%		3			3		2%		0	0	10	64
19	Main St/ Market St														
	SR														115
	ST														6
	SL		5%		8	1		9		5%		1	1	27	242
	WR	5%		8				8	5%		1		1	26	244
	WT														33
	WL														7
	NR														
	NT														
	NL														
	ER														3
	ET														41
	EL														152
20	Main St/ Partition St														
	SR														16
	ST														48
	SL														1
	WR														1
	WT														118
	WL														93
	NR														84
	NT														29
	NL	5%		8				8	5%		1		1	26	152
	ER		5%		8	1		9		5%		1	1	27	172
	ET														100
	EL														11

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6K 6L 6 5 6 7C

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 157	Trips OUT 164				Enter Dist. %	Exit Dist. %	Trips IN 26	Trips OUT 23			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd														
	SR													95	99
	ST		55%		90	1	52	143		55%		13	13	152	445
	SL		20%		33		25	58		20%		5	5	56	566
	WR	30%		47			25	72	25%		7		7	79	90
	WT													99	101
	WL													-4	138
	NR													-5	163
	NT	45%		71			49	120	50%		13		13	121	493
	NL													87	95
	ER													94	94
	ET													72	73
	EL													94	95
22	NY-32/ Old Rte 32														
	SR														1
	ST		75%		123	1	77	201		75%		17	17	303	1104
	SL														
	WR														
	WT														
	WL														
	NR														
	NT	75%		118			74	192	75%		20		20	293	673
	NL														4
	ER														6
	ET														
	EL														
23	NY-32/ Proposed Driveway														
	SR	25%		39		40		79	25%		7		7	86	86
	ST					-40		-40						45	847
	SL														
	WR														
	WT														
	WL														
	NR														
	NT					-64		-64						18	398
	NL	75%		118		64	74	256	75%		20		20	275	275
	ER		75%		123	41	77	241		75%		17	17	258	258
	ET														
	EL		25%		41	67		108		25%		6	6	114	114
24	NY-32/ Mower Mill Rd														
	SR														3
	ST	25%		39				39	25%		7		7	131	929
	SL														
	WR														
	WT														
	WL														
	NR														
	NT		25%		41	3		44		25%		6	6	132	506
	NL														6
	ER														4
	ET														
	EL														1
25	NY-32/ Hommelville Rd/Peoples Rd														
	SR														1
	ST	20%		31				31	20%		5		5	104	887
	SL														36
	WR														26
	WT														3
	WL	5%		8				8	5%		1		1	26	35
	NR		5%		8			8		5%		1	1	25	33
	NT		20%		33	3		36		20%		5	5	107	465
	NL														10
	ER														9
	ET														3
	EL														

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: As of Right
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6K 6L 6 5 6 7C

LOCATION NUMBER	INTERSECTION DESCRIPTION	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Residential Northeast				Residential NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 157	Trips OUT 164				Enter Dist. %	Exit Dist. %	Trips IN 26	Trips OUT 23			
26	NY-32/ Old Kings Hwy														
	SR ST SL	15%		24				24	10%		3		3	62	813
	WR WT WL	5%		8				8	10%		3		3	42	112
	NR NT NL		5% 15%		8 25	3		8 28		10% 10%		2 2	2 2	40 66	101 388
	ER ET EL														
27	NY-32/ Old Rte 32/Malden Tkp														
	SR ST SL	15%		24				24	10%		3		3	62	813 47
	WR WT WL														34 1
	NR NT NL		15%		25	3		28		10%		2	2	66	2 384 2
	ER ET EL														
28	Harry Wells Rd/ Buffalo Rd														
	SR ST SL														37 3
	WR WT WL									3%		1	1	9	2 15
	NR NT NL								3%		1		1	10	19 31
	ER ET EL														

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 3 | 4 | 5E | 6 | 5F | 6 | 5G | 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 95	Trips OUT 293		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
1	NY-212/ Blue Mountain Rd																					
	SR	31	31	34			34							3%		9	9					
	ST																					
	SL	144	144	157			157															
	WR	88	88	96			96															
	WT	142	142	155	6		161		10%		13	13		15%		44	44		5%		2	2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	104	104	113	2		115	10%		21		21	15%		14		14	5%		2		2
	EL	18	18	20			20						3%		3		3					
2	NY-212/ Churchland Rd																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	229	250	272	6		278		10%		13	13		15%		44	44		5%		2	2
	WL	9	10	11			11		3%		4	4										
	NR	6	6	7			7	3%		6		6										
	NT																					
	NL	13	13	14			14															
	ER	34	34	37			37															
	ET	238	247	269	2		271	10%		21		21	15%		14		14	5%		2		2
	EL																					
3	NY-212/ Proposed Easterly Driveway																					
	SR								13%		17	17		13%		38	38		5%		2	2
	ST																					
	SL								10%		13	13		10%		29	29		25%		8	8
	WR							10%		21		21	10%		10		10	25%		10		10
	WT	238	260	283	6		289						2%		2		2					
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	244	253	275	2		277							2%		6	6					
	EL							13%		27		27	13%		12		12	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																					
	SR	69	70	76			76															
	ST	26	26	28			28															
	SL	319	324	353	5	3	361		32%		41	41		25%		73	73		20%		6	6
	WR	213	333	362	18	3	383	22%		46		46	20%		19		19	20%		8		8
	WT	168	209	227	6		233	10%		21		21	12%		11		11	25%		10		10
	WL	3	3	3			3															
	NR	1	1	1			1															
	NT	19	23	25			25															
	NL	6	6	7			7															
	ER	4	4	4			4															
	ET	205	205	223	2		225		10%		13	13		12%		35	35		25%		8	8
	EL	55	69	75			75															
5	NY-212/ Churchland Ln																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	397	522	568	24	3	595	32%		68		68	32%		30		30	45%		17		17
	WL	8	10	11			11															
	NR	7	7	8			8															
	NT																					
	NL	1	1	1			1															
	ER	2	2	2			2															
	ET	550	567	617	7	3	627		42%		54	54		37%		108	108		45%		14	14
	EL																					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 3 4 5E 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 95	Trips OUT 293		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
6	NY-212/ Saugetries Manor Rd																					
	SR	3	3	3			3															
	ST																					
	SL	3	3	3			3															
	WR	2	2	2			2															
	WT	525	529	576	24	3	603	32%		68		68	32%		30		30	45%		17		17
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	541	574	625	7	3	635		42%		54	54		37%		108	108		45%		14	14
	EL																					
7	NY-212/ Stewart's Exit Dwy																					
	SR	47	47	51			51															
	ST																					
	SL	7	7	8			8															
	WR	2	2	2			2															
	WT	481	484	527	24	3	554	32%		68		68	32%		30		30	45%		17		17
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	546	577	628	7	3	638		42%		54	54		37%		108	108		45%		14	14
	EL																					
8	NY-212/ Stewart's Enter Dwy																					
	SR	2	2	2			2															
	ST																					
	SL																					
	WR	26	26	28			28															
	WT	479	484	527	24	3	554	32%		68		68	32%		30		30	45%		17		17
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	520	557	606	7	3	616		42%		54	54		37%		108	108		45%		14	14
	EL	26	27	29			29															
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																					
	SR	13	18	20			20															
	ST	15	15	16			16															
	SL	36	37	40			40															
	WR	28	28	30			30															
	WT	268	384	418	24	3	445	12%		25		25	12%		11		11	5%		2		2
	WL	75	75	82	11	2	95															
	NR	49	50	54	3	2	59															
	NT	6	6	7			7															
	NL	76	108	118			118	20%		42		42	20%		19		19	40%		15		15
	ER	46	49	53			53		30%		39	39		25%		73	73		40%		12	12
	ET	433	485	528	7	3	538		12%		15	15		12%		35	35		5%		2	2
	EL	21	23	25			25															
10	NY-212/ Pizza Star Exit Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	432	487	530	35	5	570	12%		25		25	12%		11		11	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	517	572	623	10	5	638		12%		15	15		12%		35	35		5%		2	2
	EL																					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 3 4 5E 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 95	Trips OUT 293		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
11	NY-212/ Pizza Star Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	432	487	530	35	5	570	12%		25		25	12%		11		11	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	517	572	623	10	5	638		12%		15	15		12%		35	35		5%		2	2
	EL																					
12	NY-212/ Tomsons Rd																					
	SR	1	1	1			1															
	ST																					
	SL																					
	WR	8	8	9			9															
	WT	430	486	529	35	5	569	12%		25		25	12%		11		11	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	505	560	610	10	5	625		12%		15	15		12%		35	35		5%		2	2
	EL	11	12	13			13															
13	NY-212/ Verizon Exit Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT				35	5	40	12%		25		25	12%		11		11	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET				10	5	15		12%		15	15		12%		35	35		5%		2	2
	EL																					
14	NY-212/ Kings Hwy/Buns Burger Dwy																					
	SR																					
	ST																					
	SL																					
	WR	1	1	1			1															
	WT	306	306	333	35		368	7%		15		15	7%		7		7	3%		1		1
	WL	59	59	64			64															
	NR	18	18	20			20															
	NT																					
	NL	188	188	205		5	210	5%		11		11	5%		5		5	2%		1		1
	ER	274	274	298		5	303		5%		6	6		5%		15	15		2%		1	1
	ET	283	283	308	10		318		7%		9	9		7%		21	21		3%		1	1
	EL	3	3	3			3															
15	NY-212/ Mobil Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	351	362	394	35		429	7%		15		15	7%		7		7	3%		1		1
	WL	9	9	10			10															
	NR	13	13	14			14															
	NT																					
	NL	4	4	4			4															
	ER	9	9	10			10															
	ET	277	292	318	10		328		7%		9	9		7%		21	21		3%		1	1
	EL																					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 3 4 5E 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 95	Trips OUT 293		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
16	NY-212/ Big Lots Dwy																					
	SR	11	11	12			12															
	ST																					
	SL	3	3	3			3															
	WR	6	6	7			7															
	WT	349	360	392	35		427	7%		15		15	7%		7		7	3%		1		1
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	277	291	317	10		327		7%		9	9		7%		21	21		3%		1	1
	EL	13	14	15			15															
17	NY-212/ Abbotts Ct/Railroad Ave																					
	SR																					
	ST																					
	SL	1	1	1			1															
	WR																					
	WT	356	366	398	35		433	7%		15		15	7%		7		7	3%		1		1
	WL	32	32	35			35															
	NR	45	45	49			49															
	NT																					
	NL																					
	ER	3	3	3			3															
	ET	278	291	317	10		327		7%		9	9		7%		21	21		3%		1	1
	EL																					
18	NY-212/ Market St																					
	SR	55	55	60			60	2%		4		4	2%		2		2					
	ST	45	45	49			49															
	SL																					
	WR																					
	WT																					
	WL																					
	NR																					
	NT	39	39	42			42															
	NL	228	228	248	35		283	5%		11		11	5%		5		5	3%		1		1
	ER	149	149	162	10		172		5%		6	6		5%		15	15		3%		1	1
	ET																					
	EL	71	71	77			77		2%		3	3		2%		6	6					
19	Main St/ Market St																					
	SR	87	87	95			95															
	ST																					
	SL	134	134	146	10		156		5%		6	6		5%		15	15		3%		1	1
	WR	130	132	144	35		179	5%		11		11	5%		5		5	3%		1		1
	WT	22	22	24			24															
	WL																					
	NR																					
	NT																					
	NL																					
	ER	1	1	1			1															
	ET	21	21	23			23															
	EL	151	151	164			164															
20	Main St/ Partition St																					
	SR	4	4	4			4															
	ST	33	33	36			36															
	SL	3	3	3			3															
	WR	6	6	7			7															
	WT	100	100	109			109															
	WL	59	59	64	3		67															
	NR	66	66	72	9		81															
	NT	23	23	25			25															
	NL	50	50	54	35		89	5%		11		11	5%		5		5	3%		1		1
	ER	63	65	71	10		81		5%		6	6		5%		15	15		3%		1	1
	ET	80	82	89			89															
	EL	8	8	9			9															

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 3 4 5E 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 211	Commercial South Trips OUT 129	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 95	Residential South Trips OUT 293	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 38	Hotel South Trips OUT 30	Hotel South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																					
	SR	3	3	3			3	25%		53		53	25%		24		24	10%		4		4
	ST	312	319	347	2		349															
	SL	174	176	192			192															
	WR	10	14	15			15															
	WT	3	3	3			3	30%		63		63	25%		24		24	40%		15		15
	WL	101	101	110	3	3	116															
	NR	97	116	126	11	3	140															
	NT	184	305	332	7		339															
	NL	4	4	4			4	22%		46		46	20%		19		19	20%		8		8
	ER	1	1	1			1		32%		41	41		25%		73	73		20%		6	6
	ET								20%		26	26		20%		59	59		40%		12	12
	EL								25%		32	32		25%		73	73		10%		3	3
22	NY-32/ Old Rte 32																					
	SR																					
	ST	455	494	538	2		540	25%		53		53	25%		24		24	10%		4		4
	SL																					
	WR																					
	WT																					
	WL																					
	NR																					
	NT	315	315	343	7		350		25%		32	32		25%		73	73		10%		3	3
	NL	4	4	4			4															
	ER	4	4	4			4															
	ET																					
	EL																					
23	NY-32/ Proposed Driveway																					
	SR																					
	ST	455	494	538	2		540	25%		53		53	25%		24		24	10%		4		4
	SL																					
	WR																					
	WT																					
	WL																					
	NR																					
	NT	315	315	343	7		350		25%		32	32		25%		73	73		10%		3	3
	NL																					
	ER																					
	ET																					
	EL																					
24	NY-32/ Mower Mill Rd																					
	SR																					
	ST	445	490	533	2		535	25%		53		53	25%		24		24	10%		4		4
	SL																					
	WR																					
	WT																					
	WL																					
	NR																					
	NT	313	313	341	7		348		25%		32	32		25%		73	73		10%		3	3
	NL	2	2	2			2															
	ER	4	4	4			4															
	ET																					
	EL																					
25	NY-32/ Hommelville Rd/Peoples Rd																					
	SR	1	1	1			1															
	ST	459	459	500	2		502	20%		42		42	20%		19		19	8%		3		3
	SL	82	82	89			89															
	WR	24	24	26			26															
	WT	6	6	7			7															
	WL	17	17	19			19	5%		11		11	5%		5		5	2%		1		1
	NR	12	21	23			23		5%		6	6		5%		15	15		2%		1	1
	NT	172	284	309	7		316		20%		26	26		20%		59	59		8%		2	2
	NL	5	8	9			9															
	ER	14	14	15			15															
	ET	10	10	11			11															
	EL																					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 3 | 4 | 5E | 6 | 5F | 6 | 5G | 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 95	Trips OUT 293		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
26	NY-32/ Old Kings Hwy																					
	SR																					
	ST	365	435	473	2		475	15%		32		32	10%		10		10	5%		2		2
	SL																					
	WR	2	2	2			2															
	WT																					
	WL	90	107	116			116	5%		11		11	10%		10		10	3%		1		1
	NR	51	55	60			60		5%		6	6		10%		29	29		3%		1	1
	NT	233	253	275	7		282		15%		19	19		10%		29	29		5%		2	2
	NL																					
	ER																					
	ET																					
	EL																					
27	NY-32/ Old Rte 32/Malden Tkp																					
	SR																					
	ST	358	430	468	2		470	15%		32		32	10%		10		10	5%		2		2
	SL	44	44	48			48															
	WR	31	31	34			34															
	WT																					
	WL	1	1	1			1															
	NR																					
	NT	236	255	278	7		285		15%		19	19		10%		29	29		5%		2	2
	NL																					
	ER	4	4	4			4															
	ET	1	1	1			1															
	EL																					
28	Harry Wells Rd/ Buffalo Rd																					
	SR																					
	ST	71	71	77			77															
	SL																					
	WR	4	4	4			4															
	WT																					
	WL	13	13	14			14							3%		9	9					
	NR	7	7	8			8						3%		3		3					
	NT	54	54	59			59															
	NL																					
	ER																					
	ET																					
	EL																					
29	NY-212/ Proposed Westerly Driveway																					
	SR													2%		6	6					
	ST																					
	SL													2%		6	6					
	WR												2%		2		2					
	WT	238	260	283	6		289		13%		17	17		13%		38	38		5%		2	2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	244	253	275	2		277	13%		27		27	13%		12		12	5%		2		2
	EL												2%		2		2					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 5E 6 5 6 5H 6 5I 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 7	Trips OUT 12		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 46		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 52			
1	NY-212/ Blue Mountain Rd																						
	SR																					9	43
	ST																						
	SL																						157
	WR																						96
	WT		10%		13	13		5%		1	1		10%		5	5		5%		3	3	79	240
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET	10%		21		21	5%		0		0	10%		8		8	5%		3		3	70	185
	EL																					3	23
2	NY-212/ Churchland Rd																						
	SR																						
	ST																						
	SL																						
	WR																						
	WT		10%		13	13		5%		1	1		10%		5	5		5%		3	3	79	357
	WL		3%		4	4							3%		1	1						9	20
	NR	3%		6		6						3%		2		2						15	22
	NT																						
	NL																						14
	ER																						37
	ET	10%		21		21	5%		0		0	10%		8		8	5%		3		3	70	341
	EL																						
3	NY-212/ Proposed Easterly Driveway																						
	SR		13%		17	17		5%		1	1											74	74
	ST																						
	SL		10%		13	13		25%		3	3											66	66
	WR	10%		21		21	25%		2		2											63	63
	WT												13%		6	6		5%		3	3	10	299
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET											13%		10		10	5%		3		3	19	296
	EL	13%		27		27	5%		0		0											69	69
4	NY-212/ NY-32/Speedway Dwy																						
	SR												13%		6	6		5%		3	3	9	85
	ST																						28
	SL		32%		41	41		20%		2	2		42%		19	19		45%		23	23	207	568
	WR	22%		46		46	20%		1		1	32%		24		24	45%		30		30	175	558
	WT	10%		21		21	25%		2		2											65	298
	WL																						3
	NR																						1
	NT																						25
	NL																						7
	ER																						4
	ET		10%		13	13		25%		3	3											71	296
	EL											13%		10		10	5%		3		3	13	88
5	NY-212/ Churchland Ln																						
	SR																						
	ST																						
	SL																						
	WR																						
	WT	32%		68		68	45%		3		3	32%		24		24	45%		30		30	239	834
	WL																						11
	NR																						8
	NT																						
	NL																						1
	ER																						2
	ET		42%		54	54		45%		5	5		42%		19	19		45%		23	23	278	905
	EL																						

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 5E 6 5 6 5H 6 5I 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 7	Trips OUT 12		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 46		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 52			
6	NY-212/ Saugetries Manor Rd																						
	SR																						3
	ST																						
	SL																						3
	WR																						2
	WT	32%		68		68	45%		3		3	32%		24		24	45%		30		30	239	842
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		42%		54	54		45%		5	5		42%		19	19		45%		23	23	278	913
	EL																						
7	NY-212/ Stewart's Exit Dwy																						
	SR																						51
	ST																						
	SL																						8
	WR																						2
	WT	32%		68		68	45%		3		3	32%		24		24	45%		30		30	239	793
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		42%		54	54		45%		5	5		42%		19	19		45%		23	23	278	916
	EL																						
8	NY-212/ Stewart's Enter Dwy																						
	SR																						2
	ST																						
	SL																						
	WR																						28
	WT	32%		68		68	45%		3		3	32%		24		24	45%		30		30	239	793
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		42%		54	54		45%		5	5		42%		19	19		45%		23	23	278	894
	EL																						29
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																						
	SR																						20
	ST																						16
	SL																						40
	WR																						30
	WT	12%		25		25	5%		0		0	12%		9		9	5%		3		3	77	522
	WL																						95
	NR																						59
	NT																						7
	NL	20%		42		42	40%		3		3	20%		15		15	40%		26		26	163	281
	ER		30%		39	39		40%		5	5		30%		14	14		40%		21	21	202	255
	ET		12%		15	15		5%		1	1		12%		6	6		5%		3	3	76	614
	EL																						25
10	NY-212/ Pizza Star Exit Dwy																						
	SR																						
	ST																						
	SL																						
	WR																						
	WT	12%		25		25	5%		0		0	12%		9		9	5%		3		3	77	647
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		12%		15	15		5%		1	1		12%		6	6		5%		3	3	76	714
	EL																						

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number:	5E	6	5	6	5H	6	5I	6	6AB	7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 7	Trips OUT 12		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 46		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 52			
11	NY-212/ Pizza Star Dwy																						
	SR ST SL																						
	WR WT WL	12%		25		25	5%		0		0	12%		9		9	5%		3		3	77	647
	NR NT NL																						
	ER ET EL		12%		15	15		5%		1	1		12%		6	6		5%		3	3	76	714
12	NY-212/ Tomsons Rd																						
	SR ST SL																						1
	WR WT WL	12%		25		25	5%		0		0	12%		9		9	5%		3		3	77	9 646
	NR NT NL																						
	ER ET EL		12%		15	15		5%		1	1		12%		6	6		5%		3	3	76	701 13
13	NY-212/ Verizon Exit Dwy																						
	SR ST SL																						
	WR WT WL	12%		25		25	5%		0		0	12%		9		9	5%		3		3	77	117
	NR NT NL																						
	ER ET EL		12%		15	15		5%		1	1		12%		6	6		5%		3	3	76	91
14	NY-212/ Kings Hwy/Buns Burger Dwy																						
	SR ST SL																						
	WR WT WL	7%		15		15	3%		0		0	7%		5		5	3%		2		2	45	1 413 64
	NR NT NL	5%		11		11	2%		0		0	5%		4		4	2%		1		1	32	20 242
	ER ET EL		5% 7%		6 9	6 9		2% 3%		0 0	0 0		5% 7%		2 3	2 3		2% 3%		1 2	1 2	32 45	335 363 3
15	NY-212/ Mobil Dwy																						
	SR ST SL																						
	WR WT WL	7%		15		15	3%		0		0	7%		5		5	3%		2		2	45	474 10
	NR NT NL																						14 4
	ER ET EL		7%		9	9		3%		0	0		7%		3	3		3%		2	2	45	10 373

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 5E | 6 | 5 | 6 | 5H | 6 | 5I | 6 | 6AB | 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 7	Trips OUT 12		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 46		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 52			
16	NY-212/ Big Lots Dwy																						
	SR																						12
	ST																						
	SL																						3
	WR																						7
	WT	7%		15		15	3%		0		0	7%		5		5	3%		2		2	45	472
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						372
	ET		7%		9	9		3%		0	0		7%		3	3		3%		2	2	45	15
	EL																						
17	NY-212/ Abbotts Ct/Railroad Ave																						
	SR																						
	ST																						
	SL																						1
	WR																						
	WT	7%		15		15	3%		0		0	7%		5		5	3%		2		2	45	478
	WL																						35
	NR																						49
	NT																						
	NL																						
	ER																						3
	ET		7%		9	9		3%		0	0		7%		3	3		3%		2	2	45	372
	EL																						
18	NY-212/ Market St																						
	SR	2%		4		4						2%		2		2						12	72
	ST																						49
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT																						42
	NL	5%		11		11	3%		0		0	5%		4		4	3%		2		2	33	316
	ER		5%		6	6		3%		0	0		5%		2	2		3%		2	2	33	205
	ET																						
	EL		2%		3	3							2%		1	1						12	89
19	Main St/ Market St																						
	SR																						95
	ST																						
	SL		5%		6	6		3%		0	0		5%		2	2		3%		2	2	33	189
	WR	5%		11		11	3%		0		0	5%		4		4	3%		2		2	33	212
	WT																						24
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						1
	ET																						23
	EL																						164
20	Main St/ Partition St																						
	SR																						4
	ST																						36
	SL																						3
	WR																						7
	WT																						109
	WL																						67
	NR																						81
	NT																						25
	NL	5%		11		11	3%		0		0	5%		4		4	3%		2		2	33	122
	ER		5%		6	6		3%		0	0		5%		2	2		3%		2	2	33	114
	ET																						89
	EL																						9

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number:	5E	6	5	6	5H	6	5I	6	6AB	7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 7	Trips OUT 12		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 46		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 52			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																						
	SR	25%		53		53	10%		1		1											134	137
	ST												55%		25	25		50%		26	26	51	400
	SL												20%		9	9		40%		21	21	30	222
	WR											30%		23		23	40%		26		26	49	64
	WT	30%		63		63	40%		3		3											168	171
	WL																						116
	NR																						140
	NT											45%		34		34	50%		33		33	67	406
	NL	22%		46		46	20%		1		1											121	125
	ER		32%		41	41		20%		2	2											164	164
	ET		20%		26	26		40%		5	5											127	128
	EL		25%		32	32		10%		1	1											142	142
22	NY-32/ Old Rte 32																						
	SR																						
	ST	25%		53		53	10%		1		1		75%		35	35		90%		47	47	215	755
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT		25%		32	32		10%		1	1	75%		56		56	90%		59		59	258	608
	NL																						4
	ER																						4
	ET																						
	EL																						
23	NY-32/ Proposed Driveway																						
	SR											25%		19		19	10%		7		7	25	25
	ST	25%		53		53	10%		1		1											134	674
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT		25%		32	32		10%		1	1											142	492
	NL											75%		56		56	90%		59		59	116	116
	ER												75%		35	35		90%		47	47	81	81
	ET																						
	EL												25%		12	12		10%		5	5	17	17
24	NY-32/ Mower Mill Rd																						
	SR																						
	ST	25%		53		53	10%		1		1	25%		19		19	10%		7		7	159	694
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT		25%		32	32		10%		1	1		25%		12	12		10%		5	5	159	507
	NL																						2
	ER																						4
	ET																						
	EL																						
25	NY-32/ Hommelville Rd/Peoples Rd																						
	SR																						
	ST	20%		42		42	8%		1		1	20%		15		15	8%		5		5	127	1
	SL																						629
	WR																						89
	WT																						26
	WL	5%		11		11	2%		0		0	5%		4		4	2%		1		1	32	7
	NR		5%		6	6		2%		0	0		5%		2	2		2%		1	1	32	51
	NT		20%		26	26		8%		1	1		20%		9	9		8%		4	4	127	55
	NL																						443
	ER																						9
	ET																						15
	EL																						11

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: AM Peak

Figure Number: 5E 6 5 6 5H 6 5I 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 211	Trips OUT 129		Enter Dist. %	Exit Dist. %	Trips IN 7	Trips OUT 12		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 46		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 52			
26	NY-32/ Old Kings Hwy																						
	SR																						
	ST	15%		32		32	5%		0		0	15%		11		11	5%		3		3	90	565
	SL																						
	WR																						2
	WT																						
	WL	5%		11		11	3%		0		0	5%		4		4	3%		2		2	38	154
	NR		5%		6	6		3%		0	0		5%		2	2		3%		2	2	47	107
	NT		15%		19	19		5%		1	1		15%		7	7		5%		3	3	80	362
	NL																						
	ER																						
	ET																						
	EL																						
27	NY-32/ Old Rte 32/Malden Tkp																						
	SR																						
	ST	15%		32		32	5%		0		0	15%		11		11	5%		3		3	90	560
	SL																						48
	WR																						34
	WT																						
	WL																						1
	NR																						
	NT		15%		19	19		5%		1	1		15%		7	7		5%		3	3	80	365
	NL																						
	ER																						4
	ET																						1
	EL																						
28	Harry Wells Rd/ Buffalo Rd																						
	SR																						
	ST																						77
	SL																						
	WR																						4
	WT																						
	WL																					9	23
	NR																					3	11
	NT																						59
	NL																						
	ER																						
	ET																						
	EL																						
29	NY-212/ Proposed Westerly Driveway																						
	SR																					6	6
	ST																						
	SL																					6	6
	WR																					2	2
	WT		13%		17	17		5%		1	1		13%		6	6		5%		3	3	82	371
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET	13%		27		27	5%		0		0	13%		10		10	5%		3		3	83	360
	EL																					2	2

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number:		3A	3A	4			5			6P	6Q	6	5			6	5			6
				Num of yrs																
				17																
LOCATION NUMBER	**INTERSECTION DESCRIPTION**	**2023 Existing**	**2023 Adjusted Volumes**	**2023 Balanced Volumes**	**2040 Bkgd Vol** 0.50%	**Glasco Apartments**	**Sherlilly**	**2040 Background Volumes**	**Commercial South** Enter Dist. %	Exit Dist. %	Trips IN 352	Trips OUT 356	**Pass-by Trips**	**Diverted Trips**	**Commercial South Site Trips**	**Residential South** Enter Dist. %	Exit Dist. %	Trips IN 246	Trips OUT 166	**Residential South Site Trips**	**Hotel South** Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	**Hotel South Site Trips**
1	NY-212/ Blue Mountain Rd																								
	SR ST SL	21 97	22 101	22 101	24 110			24 110									3%		5	5					
	WR WT WL	161 151	167 157	167 157	182 171	4		182 175		10%		36	1		1 36		15%		25	25		5%		2	2
	NR NT NL																								
	ER ET EL	176 34	183 35	183 35	199 38	7		206 38	10%		35				35	15% 3%		37 7		37 7	5%		2		2
2	NY-212/ Churchland Rd																								
	SR ST SL																								
	WR WT WL	303 8	315 8	335 9	365 10	4		369 10		10% 3%		36 11	1		37 11		15%		25	25		5%		2	2
	NR NT NL	12 30	12 31	12 31	14 34			14 34	3%		11				11										
	ER ET EL	28 296	29 308	29 308	32 335	7		32 342	10%		35				35	15%		37		37	5%		2		2
3	NY-212/ Proposed Easterly Driveway																								
	SR ST SL									13% 10%		46 36	14 12	 19	60 67		13% 10%		22 17	22 17		5% 25%		2 10	2 10
	WR WT WL	311	323	344	374	4		378	10%		35		13 -13	19	67 -13	10% 2%		25 5		25 5	25%		9		9
	NR NT NL																								
	ER ET EL	308	320	320	349	7		356	13%		46		-12 12		-12 58	13%	2%	32	3	3 32	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																								
	SR ST SL	78 30 236	81 31 245	106 41 321	115 45 349	 18	 3	115 45 370		32%		114	 -1	10 83	10 196		25%		42	42		20%		8	8
	WR WT WL	448 246 4	466 256 4	505 256 4	550 278 5	10 4	3	563 282 5	22% 10%		77 35			85 9	162 44	20% 12%		49 30		49 30	20% 25%		7 9		7 9
	NR NT NL	6 19 7	6 20 7	6 21 7	7 23 8			7 23 8																	
	ER ET EL	4 252 67	4 262 70	4 262 76	5 285 83	7		5 292 83		10%		36		12 7	48 7		12%		20	20		25%		10	10
5	NY-212/ Churchland Ln																								
	SR ST SL																								
	WR WT WL	716 16	745 17	785 18	854 20	14	3	871 20	32%		113			94	207	32%		79		79	45%		16		16
	NR NT NL	10 1	10 1	10 1	11 1			11 1																	
	ER ET EL	5 512	5 532	5 547	6 595	24	3	6 622		42%		150	-1	95	244		37%		61	61		45%		17	17

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 3A 3A 4 5 6P 6Q 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 352	Commercial South Trips OUT 356	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 246	Residential South Trips OUT 166	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 36	Hotel South Trips OUT 38	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																								
	SR	2	2	2	2			2																	
	ST																								
	SL	1	1	1	1			1																	
	WR	4	4	4	5			5																	
	WT	769	800	801	872	14	3	889	32%		113			94	207	32%		79		79	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	534	555	556	605	24	3	632		42%		150	-1	95	244		37%		61	61		45%		17	17
	EL	1	1	1	1			1																	
7	NY-212/ Stewart's Exit Dwy																								
	SR	47	49	49	53			53																	
	ST																								
	SL	9	9	9	10			10																	
	WR	1	1	1	1			1																	
	WT	727	756	756	823	14	3	840	32%		113			94	207	32%		79		79	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	535	556	556	606	24	3	633		42%		150	-1	95	244		37%		61	61		45%		17	17
	EL	1	1	1	1			1																	
8	NY-212/ Stewart's Enter Dwy																								
	SR																								
	ST																								
	SL																								
	WR	37	38	38	42			42																	
	WT	728	757	757	824	14	3	841	32%		113			94	207	32%		79		79	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	521	542	550	599	24	3	626		42%		150	-1	95	244		37%		61	61		45%		17	17
	EL	14	15	15	16			16																	
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR	11	11	11	12			12																	
	ST	12	12	12	14			14																	
	SL	30	31	33	36			36																	
	WR	46	48	54	59			59																	
	WT	541	563	635	691	14	3	708	12%		42				42	12%		30		30	5%		2		2
	WL	61	63	70	76	7	2	85																	
	NR	67	70	75	82	11	2	95																	
	NT	4	4	4	5			5																	
	NL	141	147	149	162			162	20%		70			94	164	20%		49		49	40%		14		14
	ER	48	50	50	54			54		30%		107		95	202		25%		42	42		40%		15	15
	ET	439	457	488	531	24	3	558		12%		43	-1		42		12%		20	20		5%		2	2
	EL	12	12	12	14			14																	
10	NY-212/ Pizza Star Exit Dwy																								
	SR	7	7	7	8			8																	
	ST																								
	SL	3	3	3	3			3																	
	WR																								
	WT	713	742	752	819	21	5	845	12%		42				42	12%		30		30	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	573	596	596	649	35	5	689		12%		43	-1		42		12%		20	20		5%		2	2
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 3A 3A 4 5 6P 6Q 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 352	Commercial South Trips OUT 356	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 246	Residential South Trips OUT 166	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 36	Hotel South Trips OUT 38	Hotel South Site Trips
11	NY-212/ Pizza Star Dwy																								
	SR																								
	ST																								
	SL																								
	WR	5	5	5	6			6																	
	WT	713	742	752	819	21	5	845	12%		42				42	12%		30		30	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	573	596	596	649	35	5	689		12%		43	-1		42		12%		20	20		5%		2	2
	EL	3	3	3	3			3																	
12	NY-212/ Tomsons Rd																								
	SR	26	27	27	29			29																	
	ST																								
	SL	2	2	2	2			2																	
	WR	6	6	6	7			7																	
	WT	695	723	730	795	21	5	821	12%		42				42	12%		30		30	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	559	581	581	633	35	5	673		12%		43	-1		42		12%		20	20		5%		2	2
	EL	14	15	15	16			16																	
13	NY-212/ Verizon Exit Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT					21	5	26	12%		42				42	12%		30		30	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET					35	5	40		12%		43	-1		42		12%		20	20		5%		2	2
	EL																								
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR	1	1	1	1			1																	
	ST	2	2	2	2			2																	
	SL	6	6	6	7			7																	
	WR	6	6	6	7			7																	
	WT	420	437	477	519	21		540	7%		25				25	7%		17		17	3%		1		1
	WL	49	51	54	59			59																	
	NR	59	61	61	67			67																	
	NT	1	1	1	1			1																	
	NL	240	250	258	281		5	286	5%		18				18	5%		12		12	2%		1		1
	ER	169	176	180	196		5	201		5%		18			18		5%		8	8		2%		1	1
	ET	375	390	399	434	35		469		7%		25	-1		24		7%		12	12		3%		1	1
	EL	4	4	4	5			5																	
15	NY-212/ Mobil Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	494	514	533	580	21		601	7%		25				25	7%		17		17	3%		1		1
	WL	10	10	10	11			11																	
	NR	8	8	8	9			9																	
	NT																								
	NL	4	4	4	5			5																	
	ER	6	6	6	7			7																	
	ET	430	447	460	501	35		536		7%		25	-1		24		7%		12	12		3%		1	1
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 3A 3A 4 5 6P 6Q 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 352	Commercial South Trips OUT 356	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 246	Residential South Trips OUT 166	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 36	Hotel South Trips OUT 38	Hotel South Site Trips
16	NY-212/ Big Lots Dwy																								
	SR	85	88	91	99			99																	
	ST																								
	SL	62	64	64	70			70																	
	WR	90	94	94	102			102																	
	WT	421	438	452	492	21		513	7%		25				25	7%		17		17	3%		1		1
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	378	393	408	444	35		479		7%		25	-1		24		7%		12	12		3%		1	1
	EL	57	59	60	65			65																	
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								
	ST																								
	SL	1	1	1	1			1																	
	WR	1	1	1	1			1																	
	WT	509	529	543	591	21		612	7%		25				25	7%		17		17	3%		1		1
	WL	23	24	24	26			26																	
	NR	72	75	75	82			82																	
	NT	1	1	1	1			1																	
	NL	3	3	3	3			3																	
	ER	4	4	4	5			5																	
	ET	441	459	468	509	35		544		7%		25	-1		24		7%		12	12		3%		1	1
	EL																								
18	NY-212/ Market St																								
	SR	75	78	78	85			85	2%		7				7	2%		5		5					
	ST	64	67	74	81			81																	
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	87	90	95	103			103																	
	NL	269	280	294	320	21		341	5%		18				18	5%		12		12	3%		1		1
	ER	221	230	253	275	35		310		5%		18	-1		17		5%		8	8		3%		1	1
	ET																								
	EL	99	103	103	112			112		2%		7			7		2%		3	3					
19	Main St/ Market St																								
	SR	142	148	148	161			161																	
	ST	9	9	9	10			10																	
	SL	183	190	190	207	35		242		5%		18	-1		17		5%		8	8		3%		1	1
	WR	197	205	205	223	21		244	5%		18				18	5%		12		12	3%		1		1
	WT	36	37	37	41			41																	
	WL	4	4	4	5			5																	
	NR																								
	NT																								
	NL																								
	ER	2	2	2	2			2																	
	ET	25	26	26	28			28																	
	EL	196	204	204	222			222																	
20	Main St/ Partition St																								
	SR	15	16	16	17			17																	
	ST	44	46	46	50			50																	
	SL	6	6	6	7			7																	
	WR	6	6	6	7			7																	
	WT	135	140	141	153			153																	
	WL	105	109	109	119	9		128																	
	NR	75	78	78	85	5		90																	
	NT	42	44	44	48			48																	
	NL	85	88	89	97	21		118	5%		18				18	5%		12		12	3%		1		1
	ER	105	109	109	119	35		154		5%		18	-1		17		5%		8	8		3%		1	1
	ET	93	97	97	105			105																	
	EL	10	10	10	11			11																	

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 3A 3A 4 5 6P 6Q 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 352	Commercial South Trips OUT 356	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 246	Residential South Trips OUT 166	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 36	Hotel South Trips OUT 38	Hotel South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																								
	SR	1	1	1	1			1	25%		88		33		121	25%		62		62	10%		4		4
	ST	227	236	351	382	7		389					-23		-23										
	SL	96	100	149	162			162					-10		-10										
	WR	18	19	21	23			23					-2		-2										
	WT	1	1	1	1			1	30%		106		13	55	174	25%		62		62	40%		14		14
	WL	112	116	116	127	11	3	141					-11		-11										
	NR	81	84	84	92	7	3	102					-8		-8										
	NT	461	479	517	563	4		567					-43		-43										
	NL	1	1	1	1			1	22%		77		51	92	220	20%		49		49	20%		7		7
	ER	1	1	1	1			1		32%		114	33	93	240		25%		42	42		20%		8	8
	ET	1	1	1	1			1		20%		71	14	56	141		20%		33	33		40%		15	15
	EL	1	1	1	1			1		25%		89	52		141		25%		42	42		10%		4	4
22	NY-32/ Old Rte 32																								
	SR	3	3	3	3			3																	
	ST	469	488	492	536	7		543	25%		88				88	25%		62		62	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	503	523	539	587	4		591		25%		89	7		96		25%		42	42		10%		4	4
	NL																								
	ER	9	9	9	10			10																	
	ET																								
	EL	1	1	1	1			1																	
23	NY-32/ Proposed Driveway																								
	SR																								
	ST	472	491	495	539	7		546	25%		88				88	25%		62		62	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	504	524	540	588	4		592		25%		89	7		96		25%		42	42		10%		4	4
	NL																								
	ER																								
	ET																								
	EL																								
24	NY-32/ Mower Mill Rd																								
	SR	2	2	2	2			2																	
	ST	472	491	491	534	7		541	25%		88				88	25%		62		62	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	499	519	537	585	4		589		25%		89	7		96		25%		42	42		10%		4	4
	NL	3	3	3	3			3																	
	ER	4	4	4	5			5																	
	ET																								
	EL	1	1	1	1			1																	
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR	2	2	3	3			3																	
	ST	279	290	469	511	7		518	20%		70				70	20%		49		49	8%		3		3
	SL	25	26	40	44			44																	
	WR	36	37	42	46			46																	
	WT	9	9	9	10			10																	
	WL	16	17	18	20			20	5%		18				18	5%		12		12	2%		1		1
	NR	10	10	10	11			11		5%		18			18		5%		8	8		2%		1	1
	NT	436	453	508	553	4		557		20%		71	7		78		20%		33	33		8%		3	3
	NL	19	20	20	22			22																	
	ER	6	6	6	7			7																	
	ET	12	12	12	14			14																	
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number:		3A	3A	4		5		6P	6Q	6	5		6	5		6
				Num of yrs												
				17												

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
					0.50%				Enter Dist. %	Exit Dist. %	Trips IN 352	Trips OUT 356				Enter Dist. %	Exit Dist. %	Trips IN 246	Trips OUT 166		Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	
26	NY-32/ Old Kings Hwy																								
	SR																								
	ST	379	394	411	447	7		454	15%		53				53	10%		25		25	5%		2		2
	SL																								
	WR																								
	WT																								
	WL	93	97	101	110			110	5%		18				18	10%		25		25	3%		1		1
	NR	102	106	106	115			115		5%		18	1		19		10%		17	17		3%		1	1
	NT	427	444	444	483	4		487		15%		53	6		59		10%		17	17		5%		2	2
	NL																								
	ER																								
	ET																								
	EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR	1	1	1	1			1																	
	ST	376	391	410	446	7		453	15%		53				53	10%		25		25	5%		2		2
	SL	54	56	56	61			61																	
	WR	76	79	79	86			86																	
	WT	1	1	1	1			1																	
	WL	1	1	1	1			1																	
	NR	1	1	1	1			1																	
	NT	421	438	442	481	4		485		15%		53	6		59		10%		17	17		5%		2	2
	NL	1	1	1	1			1																	
	ER																								
	ET																								
	EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR																								
	ST	43	45	45	49			49																	
	SL	5	5	5	6			6																	
	WR	8	8	8	9			9																	
	WT																								
	WL	7	7	7	8			8									3%		5	5					
	NR	12	12	12	14			14								3%		7		7					
	NT	60	62	62	68			68																	
	NL																								
	ER																								
	ET																								
	EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR																2%		3	3					
	ST																								
	SL																2%		3	3					
	WR															2%		5		5					
	WT	311	323	344	374	4		378		13%		46	1		47		13%		22	22		5%		2	2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	308	320	320	349	7		356	13%		46				46	13%		32		32	5%		2		2
	EL															2%		5		5					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6V 6W 6 5 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 67		Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 68				Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 77			
1	NY-212/ Blue Mountain Rd																								
	SR																						5	29
	ST																							
	SL																							110
	WR																1	1					2	184
	WT		10%		7	7		5%		0	0		10%		7			7		5%		4	4	80	255
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	10%		1		1	5%		1		1	10%		7				7	5%		4		4	87	293
	EL																							7	45
2	NY-212/ Churchland Rd																								
	SR																							
	ST																							
	SL																							
	WR																							
	WT		10%		7	7		5%		0	0		10%		7		1	8		5%		4	4	82	451
	WL		3%		2	2							3%		2			2						15	25
	NR	3%		0		0						3%		2				2						13	27
	NT																								
	NL																								34
	ER																								32
	ET	10%		1		1	5%		1		1	10%		7				7	5%		4		4	87	429
	EL																								
3	NY-212/ Proposed Easterly Driveway																								
	SR		13%		9	9		5%		0	0													93	93
	ST																								
	SL		10%		7	7		25%		2	2													102	102
	WR	10%		1		1	25%		5		5													106	106
	WT												13%		9		1	10		5%		4	4	6	384
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	13%		1		1	5%		1		1	13%		9				9	5%		4		4	4	360
	EL																							94	94
4	NY-212/ NY-32/Speedway Dwy																								
	SR												13%		9		3	12		5%		4	4	26	141
	ST																								45
	SL		32%		21	21		20%		2	2		42%		29	1	26	56		45%		35	35	358	728
	WR	22%		2		2	20%		4		4	32%		21			25	46	45%		36		36	307	870
	WT	10%		1		1	25%		5		5						-2	-2						86	368
	WL																								5
	NR																								7
	NT																								23
	NL																								8
	ER																								5
	ET		10%		7	7		25%		2	2						-2	-2						84	376
	EL											13%		9			2	11	5%		4		4	22	105
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	32%		4		4	45%		8		8	32%		21			23	44	45%		36		36	393	1264
	WL																								20
	NR																								11
	NT																								
	NL																								1
	ER																								6
	ET		42%		28	28		45%		4	4		42%		29	1	24	54		45%		35	35	442	1064
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6V 6W 6 5 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 67		Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 68				Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 77			
6	NY-212/ Saugetries Manor Rd																								
	SR ST SL																								2 1
	WR WT WL	32%		4		4	45%		8		8	32%		21			23	44	45%		36		36	393	5 1282
	NR NT NL																								
	ER ET EL		42%		28	28		45%		4	4		42%		29	1	24	54		45%		35	35	442	1074 1
7	NY-212/ Stewart's Exit Dwy																								
	SR ST SL																								53 10
	WR WT WL	32%		4		4	45%		8		8	32%		21			23	44	45%		36		36	393	1 1233
	NR NT NL																								
	ER ET EL		42%		28	28		45%		4	4		42%		29	1	24	54		45%		35	35	442	1075 1
8	NY-212/ Stewart's Enter Dwy																								
	SR ST SL																								
	WR WT WL	32%		4		4	45%		8		8	32%		21			23	44	45%		36		36	393	42 1234
	NR NT NL																								
	ER ET EL		42%		28	28		45%		4	4		42%		29	1	24	54		45%		35	35	442	1068 16
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR ST SL																								12 14 36
	WR WT WL	12%		1		1	5%		1		1	12%		8				8	5%		4		4	88	59 796 85
	NR NT NL	20%		2		2	40%		7		7	20%		13			23	36	40%		32		32	306	95 5 468
	ER ET EL		30% 12%		20 8	20 8		40% 5%		4 0	4 0		30% 12%		20 8	1	24	44 9		40% 5%		31 4	31 4	357 85	411 643 14
10	NY-212/ Pizza Star Exit Dwy																								
	SR ST SL																								8 3
	WR WT WL	12%		1		1	5%		1		1	12%		8				8	5%		4		4	88	933
	NR NT NL																								
	ER ET EL		12%		8	8		5%		0	0		12%		8	1		9		5%		4	4	85	774

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6V 6W 6 5 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 67		Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 68				Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 77			
11	NY-212/ Pizza Star Dwy																								
	SR ST SL																								
	WR WT WL	12%		1		1	5%		1		1	12%		8				8	5%		4		4	88	6 933
	NR NT NL																								
	ER ET EL		12%		8	8		5%		0	0		12%		8	1		9		5%		4	4	85	774 3
12	NY-212/ Tomsons Rd																								
	SR ST SL																								29 2
	WR WT WL	12%		1		1	5%		1		1	12%		8				8	5%		4		4	88	7 909
	NR NT NL																								
	ER ET EL		12%		8	8		5%		0	0		12%		8	1		9		5%		4	4	85	758 16
13	NY-212/ Verizon Exit Dwy																								
	SR ST SL																								
	WR WT WL	12%		1		1	5%		1		1	12%		8				8	5%		4		4	88	114
	NR NT NL																								
	ER ET EL		12%		8	8		5%		0	0		12%		8	1		9		5%		4	4	85	125
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR ST SL																								1 2 7
	WR WT WL	7%		1		1	3%		1		1	7%		5				5	3%		2		2	51	7 591 59
	NR NT NL	5%		1		1	2%		0		0	5%		3				3	2%		2		2	36	67 1 322
	ER ET EL		5% 7%		3 5	3 5		2% 3%		0 0	0 0		5% 7%		3 5	1		3 6		2% 3%		2 2	2 2	35 50	236 519 5
15	NY-212/ Mobil Dwy																								
	SR ST SL																								
	WR WT WL	7%		1		1	3%		1		1	7%		5				5	3%		2		2	51	652 11
	NR NT NL																								9 5
	ER ET EL		7%		5	5		3%		0	0		7%		5	1		6		3%		2	2	50	7 586

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6V 6W 6 5 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 67		Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 68				Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 77			
16	NY-212/ Big Lots Dwy																								
	SR																								99
	ST																								
	SL																								70
	WR																								102
	WT	7%		1		1	3%		1		1	7%		5				5	3%		2		2	51	564
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		7%		5	5		3%		0	0		7%		5	1		6		3%		2	2	50	529
	EL																								65
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								
	ST																								
	SL																								1
	WR																								1
	WT	7%		1		1	3%		1		1	7%		5				5	3%		2		2	51	663
	WL																								26
	NR																								82
	NT																								1
	NL																								3
	ER																								5
	ET		7%		5	5		3%		0	0		7%		5	1		6		3%		2	2	50	594
	EL																								
18	NY-212/ Market St																								
	SR	2%		0		0						2%		1				1						14	99
	ST																								81
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT																								103
	NL	5%		1		1	3%		1		1	5%		3				3	3%		2		2	38	379
	ER		5%		3	3		3%		0	0		5%		3	1		4		3%		2	2	37	347
	ET																								
	EL		2%		1	1							2%		1			1						13	125
19	Main St/ Market St																								
	SR																								161
	ST																								10
	SL		5%		3	3		3%		0	0		5%		3	1		4		3%		2	2	37	279
	WR	5%		1		1	3%		1		1	5%		3				3	3%		2		2	38	282
	WT																								41
	WL																								5
	NR																								
	NT																								
	NL																								
	ER																								2
	ET																								28
	EL																								222
20	Main St/ Partition St																								
	SR																								17
	ST																								50
	SL																								7
	WR																								7
	WT																								153
	WL																								128
	NR																								90
	NT																								48
	NL	5%		1		1	3%		1		1	5%		3				3	3%		2		2	38	156
	ER		5%		3	3		3%		0	0		5%		3	1		4		3%		2	2	37	191
	ET																								105
	EL																								11

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6V 6W 6 5 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 67		Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 68				Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 77			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	25%		3		3	10%		2		2													191	192
	ST												55%		37	1	29	67		50%		39	39	83	472
	SL												20%		14		14	28		40%		31	31	48	210
	WR											30%		20			14	34	40%		32		32	64	87
	WT	30%		3		3	40%		7		7													260	261
	WL																							-11	130
	NR																							-8	94
	NT											45%		30			27	57	50%		40		40	54	621
	NL	22%		2		2	20%		4		4													283	284
	ER		32%		21	21		20%		2	2													312	313
	ET		20%		13	13		40%		4	4													207	208
	EL		25%		17	17		10%		1	1													204	205
22	NY-32/ Old Rte 32																								
	SR																								3
	ST	25%		3		3	10%		2		2		75%		51	1	43	95		90%		69	69	322	865
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		17	17		10%		1	1	75%		50			41	91	90%		72		72	321	912
	NL																								
	ER																								10
	ET																								
	EL																								1
23	NY-32/ Proposed Driveway																								
	SR											25%		17		27		44	10%		8		8	52	52
	ST	25%		3		3	10%		2		2					-27		-27						131	677
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		17	17		10%		1	1					-44		-44						115	707
	NL											75%		50		44	41	135	90%		72		72	207	207
	ER												75%		51	28	43	122		90%		69	69	191	191
	ET																								
	EL												25%		17	46		63		10%		8	8	71	71
24	NY-32/ Mower Mill Rd																								
	SR																								2
	ST	25%		3		3	10%		2		2	25%		17				17	10%		8		8	182	723
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		17	17		10%		1	1		25%		17	2		19		10%		8	8	186	775
	NL																								3
	ER																								5
	ET																								
	EL																								1
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR																								3
	ST	20%		2		2	8%		1		1	20%		13				13	8%		6		6	146	664
	SL																								44
	WR																								46
	WT																								10
	WL	5%		1		1	2%		0		0	5%		3				3	2%		2		2	36	56
	NR		5%		3	3		2%		0	0		5%		3			3		2%		2	2	35	46
	NT		20%		13	13		8%		1	1		20%		14	2		16		8%		6	6	150	707
	NL																								22
	ER																								7
	ET																								14
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6V 6W 6 5 6 6AB 7D

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 11	Trips OUT 67		Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 66	Trips OUT 68				Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 77			
26	NY-32/ Old Kings Hwy																								
	SR ST SL	15%		2		2	5%		1		1	15%		10				10	5%		4		4	96	550
	WR WT WL	5%		1		1	3%		1		1	5%		3				3	3%		2		2	50	160
	NR NT NL		5% 15%		3 10	3 10		3% 5%		0 0	0 0		5% 15%		3 10	2		3 12		3% 5%		2 4	2 4	46 104	161 591
	ER ET EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR ST SL	15%		2		2	5%		1		1	15%		10				10	5%		4		4	96	1 549 61
	WR WT WL																								86 1 1
	NR NT NL		15%		10	10		5%		0	0		15%		10	2		12		5%		4	4	104	1 589 1
	ER ET EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR ST SL																								49 6
	WR WT WL																							5	9 13
	NR NT NL																							7	21 68
	ER ET EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR ST SL																							3 3	3 3
	WR WT WL		13%		9	9		5%		0	0		13%		9		1	10		5%		4	4	5 94	5 472
	NR NT NL																								
	ER ET EL	13%		1		1	5%		1		1	13%		9				9	5%		4		4	94 5	450 5

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 365	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 251	Residential South Trips OUT 170	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
1	NY-212/ Blue Mountain Rd																							
	SR	29	29	32			32									3%		5	5					
	ST																							
	SL	74	74	81			81																	
	WR	147	147	160			160																	
	WT	201	201	219	4		223		10%		37	-1	-1	35		15%		26	26		5%		2	2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	165	165	180	6		186	10%		39				39	15%		38		38	5%		2		2
	EL	39	39	42			42								3%		8		8					
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	357	357	389	4		393		10%		37	-1	-1	35		15%		26	26		5%		2	2
	WL	14	14	15			15		3%		11			11										
	NR	14	14	15			15	3%		12				12										
	NT																							
	NL	33	33	36			36																	
	ER	15	15	16			16																	
	ET	263	263	286	6		292	10%		39				39	15%		38		38	5%		2		2
	EL																							
3	NY-212/ Proposed Easterly Driveway																							
	SR								13%		47	14		61		13%		22	22		5%		2	2
	ST																							
	SL								10%		37	13	20	70		10%		17	17		25%		9	9
	WR							10%		39		15	21	75	10%		25		25	25%		11		11
	WT	371	371	404	4		408					-15	-1	-16	2%		5		5					
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	277	277	302	6		308					-14		-14		2%		3	3					
	EL							13%		51		14		65	13%		33		33	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																							
	SR	101	101	110			110						10	10										
	ST	26	26	28			28																	
	SL	257	257	280	18	3	301		32%		117	-1	85	201		25%		43	43		20%		7	7
	WR	635	653	711	10	3	724	22%		86			95	181	20%		50		50	20%		9		9
	WT	267	274	298	4		302	10%		39			10	49	12%		30		30	25%		11		11
	WL	2	2	2			2																	
	NR	6	6	7			7																	
	NT	22	22	24			24																	
	NL	6	6	7			7																	
	ER	9	9	10			10																	
	ET	220	220	239	6		245		10%		37	-1	13	49		12%		20	20		25%		9	9
	EL	72	72	78			78						7	7										
5	NY-212/ Churchland Ln																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	943	968	1054	14	3	1071	32%		126			105	231	32%		80		80	45%		20		20
	WL	18	18	20			20																	
	NR	12	12	13			13																	
	NT																							
	NL	1	1	1			1																	
	ER	5	5	5			5																	
	ET	509	513	558	24	3	585		42%		153	-2	98	249		37%		63	63		45%		15	15
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 365	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 251	Residential South Trips OUT 170	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																							
	SR	2	2	2			2																	
	ST																							
	SL	3	3	3			3																	
	WR	4	4	4			4																	
	WT	959	984	1071	14	3	1088	32%		126			105	231	32%		80		80	45%		20		20
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	520	522	568	24	3	595		42%		153	-2	98	249		37%		63	63		45%		15	15
	EL	3	3	3			3																	
7	NY-212/ Stewart's Exit Dwy																							
	SR	57	57	62			62																	
	ST																							
	SL	10	10	11			11																	
	WR																							
	WT	906	931	1013	14	3	1030	32%		126			105	231	32%		80		80	45%		20		20
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	522	524	570	24	3	597		42%		153	-2	98	249		37%		63	63		45%		15	15
	EL	1	1	1			1																	
8	NY-212/ Stewart's Enter Dwy																							
	SR																							
	ST																							
	SL																							
	WR	40	41	45			45																	
	WT	906	931	1013	14	3	1030	32%		126			105	231	32%		80		80	45%		20		20
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	521	523	569	24	3	596		42%		153	-2	98	249		37%		63	63		45%		15	15
	EL	11	11	12			12																	
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																							
	SR	27	27	29			29																	
	ST	12	12	13			13																	
	SL	33	33	36			36																	
	WR	38	40	44			44																	
	WT	645	673	733	14	3	750	12%		47				47	12%		30		30	5%		2		2
	WL	73	76	83	7	2	92																	
	NR	96	97	106	11	2	119																	
	NT	24	24	26			26																	
	NL	272	272	296			296	20%		79			105	184	20%		50		50	40%		18		18
	ER	40	40	44			44		30%		110		98	208		25%		43	43		40%		14	14
	ET	455	459	500	24	3	527		12%		44	-2		42		12%		20	20		5%		2	2
	EL	24	24	26			26																	
10	NY-212/ Pizza Star Exit Dwy																							
	SR	8	8	9			9																	
	ST																							
	SL	2	2	2			2																	
	WR																							
	WT	746	781	850	21	5	876	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	585	589	641	35	5	681		12%		44	-2		42		12%		20	20		5%		2	2
	EL																							

PASSERO
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PROJECT: Winston Farm
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PEAK HOUR: Friday Evening Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 365	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 251	Residential South Trips OUT 170	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
11	NY-212/ Pizza Star Dwy																							
	SR																							
	ST																							
	SL	1	1	1			1																	
	WR	11	12	13			13																	
	WT	746	781	850	21	5	876	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	585	589	641	35	5	681		12%		44	-2		42		12%		20	20		5%		2	2
	EL	2	2	2			2																	
12	NY-212/ Tomsons Rd																							
	SR	39	39	42			42																	
	ST																							
	SL	4	4	4			4																	
	WR	7	7	8			8																	
	WT	716	754	821	21	5	847	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	577	577	628	35	5	668		12%		44	-2		42		12%		20	20		5%		2	2
	EL	13	13	14			14																	
13	NY-212/ Verizon Exit Dwy																							
	SR	7	7	8			8																	
	ST																							
	SL																							
	WR																							
	WT	717	754	821	21	5	847	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	579	580	631	35	5	671		12%		44	-2		42		12%		20	20		5%		2	2
	EL	1	1	1			1																	
14	NY-212/ Kings Hwy/Buns Burger Dwy																							
	SR	2	2	2			2																	
	ST	4	4	4			4																	
	SL	2	2	2			2																	
	WR	2	2	2			2																	
	WT	439	476	518	21		539	7%		28				28	7%		18		18	3%		1		1
	WL	55	60	65			65																	
	NR	64	64	70			70																	
	NT	3	3	3			3																	
	NL	276	276	300		5	305	5%		20				20	5%		13		13	2%		1		1
	ER	155	155	169		5	174		5%		18			18		5%		9	9		2%		1	1
	ET	418	419	456	35		491		7%		26	-2		24		7%		12	12		3%		1	1
	EL	6	6	7			7																	
15	NY-212/ Mobil Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	486	530	577	21		598	7%		28				28	7%		18		18	3%		1		1
	WL	10	11	12			12																	
	NR	11	11	12			12																	
	NT																							
	NL	8	8	9			9																	
	ER	3	3	3			3																	
	ET	482	482	525	35		560		7%		26	-2		24		7%		12	12		3%		1	1
	EL																							

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 393	Trips OUT 365				Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 170		Enter Dist. %	Exit Dist. %	Trips IN 44	Trips OUT 34	
16	NY-212/ Big Lots Dwy																							
	SR	106	106	115			115																	
	ST																							
	SL	61	61	66			66																	
	WR	84	94	102			102																	
	WT	390	435	473	21		494	7%		28				28	7%		18		18	3%		1		1
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	396	396	431	35		466		7%		26	-2		24		7%		12	12		3%		1	1
	EL	97	97	106			106																	
17	NY-212/ Abbotts Ct/Railroad Ave																							
	SR	1	1	1			1																	
	ST																							
	SL	1	1	1			1																	
	WR	2	2	2			2																	
	WT	525	525	571	21		592	7%		28				28	7%		18		18	3%		1		1
	WL	29	29	32			32																	
	NR	63	63	69			69																	
	NT																							
	NL	3	3	3			3																	
	ER	5	5	5			5																	
	ET	441	452	492	35		527		7%		26	-2		24		7%		12	12		3%		1	1
	EL																							
18	NY-212/ Market St																							
	SR	121	121	132			132	2%		8				8	2%		5		5					
	ST	75	75	82			82																	
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	85	85	93			93																	
	NL	287	287	312	21		333	5%		20				20	5%		13		13	3%		1		1
	ER	237	237	258	35		293		5%		18	-1		17		5%		9	9		3%		1	1
	ET																							
	EL	106	106	115			115		2%		7	-1		6		2%		3	3					
19	Main St/ Market St																							
	SR	128	128	139			139																	
	ST	6	6	7			7																	
	SL	167	172	187	35		222		5%		18	-1		17		5%		9	9		3%		1	1
	WR	186	186	202	21		223	5%		20				20	5%		13		13	3%		1		1
	WT	37	37	40			40																	
	WL	8	8	9			9																	
	NR																							
	NT																							
	NL																							
	ER	8	8	9			9																	
	ET	41	43	47			47																	
	EL	205	205	223			223																	
20	Main St/ Partition St																							
	SR	9	9	10			10																	
	ST	60	60	65			65																	
	SL	2	2	2			2																	
	WR	6	6	7			7																	
	WT	125	130	142			142																	
	WL	90	90	98	9		107																	
	NR	71	71	77	5		82																	
	NT	53	53	58			58																	
	NL	89	92	100	21		121	5%		20				20	5%		13		13	3%		1		1
	ER	98	98	107	35		142		5%		18			18		5%		9	9		3%		1	1
	ET	99	99	108			108					-1		-1										
	EL	18	18	20			20																	

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PROJECT: Winston Farm
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SCENARIO: Sponsor's Preferred
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Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 393	Trips OUT 365				Enter Dist. %	Exit Dist. %	Trips IN 251	Trips OUT 170		Enter Dist. %	Exit Dist. %	Trips IN 44	Trips OUT 34	
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	2	2	2			2	25%		98		37		135	25%		63		63	10%		4		4
	ST	232	240	261	7		268					-22		-22										
	SL	171	175	190			190					-15		-15										
	WR	24	24	26			26					-2		-2										
	WT	1	1	1			1	30%		118		15	63	196	25%		63		63	40%		18		18
	WL	143	144	157	11	3	171					-13		-13										
	NR	83	85	93	7	3	103					-7		-7										
	NT	636	655	713	3		716					-50		-50										
	NL	7	7	8			8	22%		86		57	102	245	20%		50		50	20%		9		9
	ER								32%		117	34	95	246		25%		43	43		20%		7	7
	ET								20%		73	14	5	92		20%		34	34		40%		14	14
	EL	1	1	1			1		25%		91	53		144		25%		43	43		10%		3	3
22	NY-32/ Old Rte 32																							
	SR																							
	ST	403	409	445	7		452	25%		98				98	25%		63		63	10%		4		4
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	644	667	726	3		729		25%		91	1		92		25%		43	43		10%		3	3
	NL	13	13	14			14																	
	ER	8	8	9			9																	
	ET																							
	EL																							
23	NY-32/ Proposed Driveway																							
	SR																							
	ST	403	409	445	7		452	25%		98				98	25%		63		63	10%		4		4
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	644	667	726	3		729		25%		91	1		92		25%		43	43		10%		3	3
	NL																							
	ER																							
	ET																							
	EL																							
24	NY-32/ Mower Mill Rd																							
	SR	1	1	1			1																	
	ST	398	404	440	7		447	25%		98				98	25%		63		63	10%		4		4
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	637	663	722	3		725		25%		91	1		92		25%		43	43		10%		3	3
	NL	4	4	4			4																	
	ER	5	5	5			5																	
	ET																							
	EL																							
25	NY-32/ Hommelville Rd/Peoples Rd																							
	SR	1	1	1			1																	
	ST	383	386	420	7		427	20%		79				79	20%		50		50	8%		4		4
	SL	41	41	45			45																	
	WR	49	49	53			53																	
	WT	4	4	4			4																	
	WL	8	8	9			9	5%		20				20	5%		13		13	2%		1		1
	NR	14	14	15			15		5%		18			18		5%		9	9		2%		1	1
	NT	615	632	688	3		691		20%		73	1		74		20%		34	34		8%		3	3
	NL	16	17	19			19																	
	ER	11	11	12			12																	
	ET	5	5	5			5																	
	EL																							

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Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 365	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 251	Residential South Trips OUT 170	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
26	NY-32/ Old Kings Hwy																							
	SR																							
	ST	328	334	364	7		371	15%		59				59	10%		25		25	5%		2		2
	SL	1	1	1			1																	
	WR																							
	WT																							
	WL	92	94	102			102	5%		20				20	10%		25		25	3%		1		1
	NR	126	131	143			143		5%		18			18		10%		17	17		3%		1	1
	NT	527	550	599	3		602		15%		55	1		56		10%		17	17		5%		2	2
	NL																							
	ER																							
	ET																							
	EL																							
27	NY-32/ Old Rte 32/Malden Tkp																							
	SR																							
	ST	322	331	360	7		367	15%		59				59	10%		25		25	5%		2		2
	SL	31	31	34			34																	
	WR	52	52	57			57																	
	WT	2	2	2			2																	
	WL	1	1	1			1																	
	NR																							
	NT	520	545	593	3		596		15%		55	1		56		10%		17	17		5%		2	2
	NL	5	5	5			5																	
	ER	3	3	3			3																	
	ET	1	1	1			1																	
	EL																							
28	Harry Wells Rd/ Buffalo Rd																							
	SR																							
	ST	43	43	47			47																	
	SL	7	7	8			8																	
	WR	2	2	2			2																	
	WT																							
	WL	5	5	5			5									3%		5	5					
	NR	11	11	12			12								3%		8		8					
	NT	53	53	58			58																	
	NL																							
	ER																							
	ET																							
	EL																							
29	NY-212/ Proposed Westerly Driveway																							
	SR															2%		3	3					
	ST																							
	SL															2%		3	3					
	WR														2%		5		5					
	WT	371	371	404	4		408		13%		47	-1	-1	45		13%		22	22		5%		2	2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	277	277	302	6		308	13%		51				51	13%		33		33	5%		2		2
	EL														2%		5		5					

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 6X 6Y 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 85				Enter Dist. %	Exit Dist. %	Trips IN 84	Trips OUT 61			
1	NY-212/ Blue Mountain Rd																								
	SR ST SL																							5	37 81
	WR WT WL		10%		14	14		5%		1	1		10%		9	-1	-1	7		5%		3	3	86	160 309
	NR NT NL																								
	ER ET EL	10%		3		3	5%		1		1	10%		10				10	5%		4		4	98 8	284 50
2	NY-212/ Churchland Rd																								
	SR ST SL																								
	WR WT WL		10% 3%		14 4	14 4		5%		1	1		10% 3%		9 3	-1	-1	7 3		5%		3	3	86 18	479 33
	NR NT NL	3%		1		1						3%		3				3						16	31 36
	ER ET EL	10%		3		3	5%		1		1	10%		10				10	5%		4		4	98	16 390
3	NY-212/ Proposed Easterly Driveway																								
	SR ST SL		13% 10%		18 14	18 14		5% 25%		1 4	1 4													104 113	104 113
	WR WT WL	10%		3		3	25%		6		6		13%		11	-1	-1	9		5%		3	3	121 1	121 409
	NR NT NL																								
	ER ET EL	13%		4		4	5%		1		1	13%		13				13	5%		4		4	7 105	315 105
4	NY-212/ NY-32/Speedway Dwy																								
	SR ST SL		32%		44	44		20%		3	3		13% 42%		11 36	-1 -1	2 25	12 60		5% 45%		3 27	3 27	25 384	135 28 685
	WR WT WL	22% 10%		7 3		7 3	20% 25%		5 6		5 6	32%		32			30 -3	62 -3	45%		38		38	352 97	1076 399 2
	NR NT NL																								7 24 7
	ER ET EL		10%		14	14		25%		4	4	13%		13			-2 2	-2 15	5%		4		4	93 26	10 338 104
5	NY-212/ Churchland Ln																								
	SR ST SL																								
	WR WT WL	32%		10		10	45%		11		11	32%		32			27	59	45%		38		38	449	1520 20
	NR NT NL																								13 1
	ER ET EL		42%		58	58		45%		7	7		42%		36	-1	26	61		45%		27	27	480	5 1065

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 6X 6Y 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 85				Enter Dist. %	Exit Dist. %	Trips IN 84	Trips OUT 61			
6	NY-212/ Saugetries Manor Rd																								
	SR ST SL																								2 3
	WR WT WL	32%		10		10	45%		11		11	32%		32			27	59	45%		38		38	449	4 1537
	NR NT NL																								
	ER ET EL		42%		58	58		45%		7	7		42%		36	-1	26	61		45%		27	27	480	1075 3
7	NY-212/ Stewart's Exit Dwy																								
	SR ST SL																								62 11
	WR WT WL	32%		10		10	45%		11		11	32%		32			27	59	45%		38		38	449	1479
	NR NT NL																								
	ER ET EL		42%		58	58		45%		7	7		42%		36	-1	26	61		45%		27	27	480	1077 1
8	NY-212/ Stewart's Enter Dwy																								
	SR ST SL																								
	WR WT WL	32%		10		10	45%		11		11	32%		32			27	59	45%		38		38	449	45 1479
	NR NT NL																								
	ER ET EL		42%		58	58		45%		7	7		42%		36	-1	26	61		45%		27	27	480	1076 12
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR ST SL																								29 13 36
	WR WT WL	12%		4		4	5%		1		1	12%		12				12	5%		4		4	101	44 851 92
	NR NT NL	20%		6		6	40%		10		10	20%		20			27	47	40%		34		34	348	119 26 644
	ER ET EL		30% 12%		41 16	41 16		40% 5%		6 1	6 1		30% 12%		26 10	-1	26	52 9		40% 5%		24 3	24 3	387 93	431 620 26
10	NY-212/ Pizza Star Exit Dwy																								
	SR ST SL																								9 2
	WR WT WL	12%		4		4	5%		1		1	12%		12				12	5%		4		4	101	977
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		10	-1		9		5%		3	3	93	774

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 6X 6Y 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 85				Enter Dist. %	Exit Dist. %	Trips IN 84	Trips OUT 61			
11	NY-212/ Pizza Star Dwy																								
	SR ST SL																								1
	WR WT WL	12%		4		4	5%		1		1	12%		12				12	5%		4		4	101	13 977
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		10	-1		9		5%		3	3	93	774 2
12	NY-212/ Tomsons Rd																								
	SR ST SL																								42 4
	WR WT WL	12%		4		4	5%		1		1	12%		12				12	5%		4		4	101	8 948
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		10	-1		9		5%		3	3	93	761 14
13	NY-212/ Verizon Exit Dwy																								
	SR ST SL																								8
	WR WT WL	12%		4		4	5%		1		1	12%		12				12	5%		4		4	101	948
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		10	-1		9		5%		3	3	93	764 1
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR ST SL																								2 4 2
	WR WT WL	7%		2		2	3%		1		1	7%		7				7	3%		3		3	59	2 598 65
	NR NT NL	5%		2		2	2%		1		1	5%		5				5	2%		2		2	42	70 3 347
	ER ET EL		5% 7%		7 10	7 10		2% 3%		0 0	0 0		5% 7%		4 6	-1		4 5		2% 3%		1 2	1 2	40 53	214 544 7
15	NY-212/ Mobil Dwy																								
	SR ST SL																								
	WR WT WL	7%		2		2	3%		1		1	7%		7				7	3%		3		3	59	657 12
	NR NT NL																								12 9
	ER ET EL		7%		10	10		3%		0	0		7%		6	-1		5		3%		2	2	53	3 613

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 6X 6Y 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 85				Enter Dist. %	Exit Dist. %	Trips IN 84	Trips OUT 61			
16	NY-212/ Big Lots Dwy																								
	SR																								115
	ST																								
	SL																								66
	WR																								102
	WT	7%		2		2	3%		1		1	7%		7				7	3%		3		3	59	553
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		7%		10	10		3%		0	0		7%		6	-1		5		3%		2	2	53	519
	EL																								106
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								1
	ST																								
	SL																								1
	WR																								2
	WT	7%		2		2	3%		1		1	7%		7				7	3%		3		3	59	651
	WL																								32
	NR																								69
	NT																								
	NL																								3
	ER																								5
	ET		7%		10	10		3%		0	0		7%		6	-1		5		3%		2	2	53	580
	EL																								
18	NY-212/ Market St																								
	SR	2%		1		1						2%		2				2						15	147
	ST																								82
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								93
	NT																								
	NL	5%		2		2	3%		1		1	5%		5				5	3%		3		3	43	376
	ER		5%		7	7		3%		0	0		5%		4	-1		3		3%		2	2	39	332
	ET																								
	EL		2%		3	3							2%		2			2						14	129
19	Main St/ Market St																								
	SR																								139
	ST																								7
	SL		5%		7	7		3%		0	0		5%		4	-1		3		3%		2	2	39	261
	WR	5%		2		2	3%		1		1	5%		5				5	3%		3		3	43	266
	WT																								40
	WL																								9
	NR																								
	NT																								
	NL																								
	ER																								9
	ET																								47
	EL																								223
20	Main St/ Partition St																								
	SR																								10
	ST																								65
	SL																								2
	WR																								7
	WT																								142
	WL																								107
	NR																								82
	NT																								58
	NL	5%		2		2	3%		1		1	5%		5				5	3%		3		3	43	164
	ER		5%		7	7		3%		0	0		5%		4			4		3%		2	2	41	183
	ET															-1		-1						-2	106
	EL																								20

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 6X 6Y 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 85				Enter Dist. %	Exit Dist. %	Trips IN 84	Trips OUT 61			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	25%		8		8	10%		3		3													212	214
	ST												55%		47	-2	27	72		50%		31	31	80	348
	SL												20%		17	-1	13	29		40%		24	24	38	228
	WR											30%		30			15	45	40%		34		34	77	103
	WT	30%		9		9	40%		10		10													295	296
	WL																							-13	158
	NR											45%		45			32	77	50%		42		42	-7	96
	NT																							69	785
	NL	22%		7		7	20%		5		5													316	324
	ER		32%		44	44		20%		3	3													342	342
	ET		20%		27	27		40%		6	6													173	173
	EL		25%		34	34		10%		2	2													226	227
22	NY-32/ Old Rte 32																								
	SR																								
	ST	25%		8		8	10%		3		3		75%		64	-3	47	108		90%		55	55	338	790
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								1094
	NT		25%		34	34		10%		2	2	75%		75			40	115	90%		76		76	365	14
	NL																								
	ER																								9
	ET																								
	EL																								
23	NY-32/ Proposed Driveway																								
	SR															25		50						58	58
	ST	25%		8		8	10%		3		3	25%		25		-25		-25	10%		8		8	150	602
	SL																								
	WR																								
	WT																								
	WL																								
	NR															-41		-41						133	862
	NT		25%		34	34		10%		2	2					41	47	163	90%		76		76	239	239
	NL											75%		75											
	ER												75%		64	22	40	126		90%		55	55	181	181
	ET																								
	EL												25%		21	34		55		10%		6	6	61	61
24	NY-32/ Mower Mill Rd																								
	SR																								1
	ST	25%		8		8	10%		3		3	25%		25				25	10%		8		8	209	656
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								933
	NT		25%		34	34		10%		2	2		25%		21	7		28		10%		6	6	208	4
	NL																								
	ER																								5
	ET																								
	EL																								
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR																								1
	ST	20%		6		6	8%		2		2	20%		20				20	8%		7		7	167	594
	SL																								45
	WR																								53
	WT																								4
	WL	5%		2		2	2%		1		1	5%		5				5	2%		2		2	42	51
	NR		5%		7	7		2%		0	0		5%		4			4		2%		1	1	40	55
	NT		20%		27	27		8%		1	1		20%		17	7		24		8%		5	5	168	859
	NL																								19
	ER																								12
	ET																								5
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 6X 6Y 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 85				Enter Dist. %	Exit Dist. %	Trips IN 84	Trips OUT 61			
26	NY-32/ Old Kings Hwy																								
	SR ST SL	15%		5		5	5%		1		1	15%		15				15	5%		4		4	111	482 1
	WR WT WL	5%		2		2	3%		1		1	5%		5				5	3%		3		3	56	158
	NR NT NL		5% 15%		7 21	7 21		3% 5%		0 1	0 1		5% 15%		4 13	1 6		5 19		3% 5%		2 3	2 3	51 118	194 720
	ER ET EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR ST SL	15%		5		5	5%		1		1	15%		15				15	5%		4		4	111	478 34
	WR WT WL																								57 2 1
	NR NT NL		15%		21	21		5%		1	1		15%		13	6		19		5%		3	3	118	714 5
	ER ET EL																								3 1
28	Harry Wells Rd/ Buffalo Rd																								
	SR ST SL																								47 8
	WR WT WL																							5	2 10
	NR NT NL																							8	20 58
	ER ET EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR ST SL																							3 3	3 3
	WR WT WL		13%		18	18		5%		1	1		13%		11	-1	-1	9		5%		3	3	5 100	5 508
	NR NT NL																								
	ER ET EL	13%		4		4	5%		1		1	13%		13				13	5%		4		4	108 5	416 5

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 417				Enter Dist. %	Exit Dist. %	Trips IN 171	Trips OUT 193		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 43	
1	NY-212/ Blue Mountain Rd																							
	SR	25	25	27			27									3%		6	6					
	ST																							
	SL	85	85	93			93																	
	WR	81	81	88			88						-1	-1										
	WT	153	153	167	4		171		10%		42	-1	-1	40		15%		29	29		5%		2	2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	172	172	187	4		191	10%		42				42	15%		26		26	5%		3		3
	EL	18	18	20			20								3%		5		5					
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	261	276	300	4		304		10%		42	-1	-2	39		15%		29	29		5%		2	2
	WL	13	14	15			15		3%		13			13										
	NR	12	12	13			13	3%		13				13										
	NT																							
	NL	13	13	14			14																	
	ER	15	15	16			16																	
	ET	283	283	308	4		312	10%		42				42	15%		26		26	5%		3		3
	EL																							
3	NY-212/ Proposed Easterly Driveway																							
	SR								13%		54	12		66		13%		25	25		5%		2	2
	ST																							
	SL								10%		42	11	27	80		10%		19	19		25%		11	11
	WR							10%		42		13	30	85	10%		17		17	25%		13		13
	WT	274	290	316	4		320					-13	-2	-15	2%		3		3					
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	295	295	321	4		325					-12		-12		2%		4	4					
	EL							13%		54		12		66	13%		22		22	5%		3		3
4	NY-212/ NY-32/Speedway Dwy																							
	SR	60	60	65			65						14	14										
	ST	26	26	28			28																	
	SL	267	278	303	10	14	327		32%		133	-2	115	246		25%		48	48		20%		9	9
	WR	339	422	459	10	1	470	22%		92			137	229	20%		34		34	20%		10		10
	WT	201	251	273	4		277	10%		42			14	56	12%		21		21	25%		13		13
	WL	3	3	3			3																	
	NR	6	6	7			7																	
	NT	25	25	27			27																	
	NL	4	4	4			4																	
	ER	6	6	7			7																	
	ET	218	227	247	4		251		10%		42	-1	16	57		12%		23	23		25%		11	11
	EL	46	46	50			50						11	11										
5	NY-212/ Churchland Ln																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	562	712	775	14	1	790	32%		133			151	284	32%		55		55	45%		23		23
	WL	13	16	17			17																	
	NR	10	10	11			11																	
	NT																							
	NL	4	4	4			4																	
	ER	8	8	9			9																	
	ET	523	543	591	14	14	619		42%		175	-3	131	303		37%		71	71		45%		19	19
	EL																							

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 417	Commercial South Trips OUT 417	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 171	Residential South Trips OUT 193	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 50	Hotel South Trips OUT 43	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																							
	SR	2	2	2			2																	
	ST																							
	SL	4	4	4			4																	
	WR	3	3	3			3																	
	WT	725	726	790	14	1	805	32%		133			151	284	32%		55		55	45%		23		23
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	552	553	602	14	14	630		42%		175	-3	131	303		37%		71	71		45%		19	19
	EL																							
7	NY-212/ Stewart's Exit Dwy																							
	SR	54	54	59			59																	
	ST																							
	SL	3	3	3			3																	
	WR	1	1	1			1																	
	WT	675	675	735	14	1	750	32%		133			151	284	32%		55		55	45%		23		23
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	557	557	606	14	14	634		42%		175	-3	131	303		37%		71	71		45%		19	19
	EL																							
8	NY-212/ Stewart's Enter Dwy																							
	SR	2	2	2			2																	
	ST																							
	SL																							
	WR	37	37	40			40																	
	WT	674	674	734	14	1	749	32%		133			151	284	32%		55		55	45%		23		23
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	551	551	600	14	14	628		42%		175	-3	131	303		37%		71	71		45%		19	19
	EL	9	9	10			10																	
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																							
	SR	27	52	57			57																	
	ST	7	7	8			8																	
	SL	39	39	42			42																	
	WR	51	60	65			65																	
	WT	402	488	531	14	1	546	12%		50				50	12%		21		21	5%		3		3
	WL	58	67	73	7	2	82																	
	NR	62	64	70	7	14	91																	
	NT	7	7	8			8																	
	NL	77	171	186			186	20%		83			151	234	20%		34		34	40%		20		20
	ER	43	44	48			48		30%		125		131	256		25%		48	48		40%		17	17
	ET	469	486	529	14	14	557		12%		50	-3	-2	45		12%		23	23		5%		2	2
	EL	21	21	23			23																	
10	NY-212/ Pizza Star Exit Dwy																							
	SR	7	7	8			8																	
	ST																							
	SL	3	3	3			3																	
	WR																							
	WT	590	608	662	21	3	686	12%		50				50	12%		21		21	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	563	589	641	21	28	690		12%		50	-3	-2	45		12%		23	23		5%		2	2
	EL																							

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5					6R	6S	6	5					6	5				6
				Num of yrs																						
				17																						
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 417	Commercial South Trips OUT 417	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 171	Residential South Trips OUT 193	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 50	Hotel South Trips OUT 43	Hotel South Site Trips
11	NY-212/ Pizza Star Dwy																							
	SR																							
	ST																							
	SL	1	1	1			1																	
	WR	10	10	11			11																	
	WT	590	608	662	21	3	686	12%		50				50	12%		21		21	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	561	587	639	21	28	688		12%		50	-3	-2	45		12%		23	23		5%		2	2
	EL	5	5	5			5																	
12	NY-212/ Tomsons Rd																							
	SR	18	19	21			21																	
	ST																							
	SL	4	4	4			4																	
	WR	1	1	1			1																	
	WT	556	599	652	21	3	676	12%		50				50	12%		21		21	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	572	577	628	21	28	677		12%		50	-3	-2	45		12%		23	23		5%		2	2
	EL	11	11	12			12																	
13	NY-212/ Verizon Exit Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT				21	3	24	12%		50				50	12%		21		21	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET				21	28	49		12%		50	-3	-2	45		12%		23	23		5%		2	2
	EL																							
14	NY-212/ Kings Hwy/Buns Burger Dwy																							
	SR	2	2	2			2																	
	ST																							
	SL	3	3	3			3																	
	WR	1	1	1			1																	
	WT	347	452	492	21		513	7%		29				29	7%		12		12	3%		2		2
	WL	49	59	64			64																	
	NR	45	45	49			49																	
	NT																							
	NL	142	146	159		3	162	5%		21				21	5%		9		9	2%		1		1
	ER	164	171	186		28	214		5%		21	-1	-1	19		5%		10	10		2%		1	1
	ET	387	404	440	21		461		7%		29	-2	-1	26		7%		14	14		3%		1	1
	EL	6	6	7			7																	
15	NY-212/ Mobil Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	478	509	554	21		575	7%		29				29	7%		12		12	3%		2		2
	WL	15	15	16			16																	
	NR	11	11	12			12																	
	NT																							
	NL	3	3	3			3																	
	ER	2	2	2			2																	
	ET	403	450	490	21		511		7%		29	-2	-1	26		7%		14	14		3%		1	1
	EL																							

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 417				Enter Dist. %	Exit Dist. %	Trips IN 171	Trips OUT 193		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 43	
16	NY-212/ Big Lots Dwy																							
	SR	64	70	76			76																	
	ST																							
	SL	46	46	50			50																	
	WR	75	75	82			82																	
	WT	429	454	494	21		515	7%		29				29	7%		12		12	3%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	367	409	445	21		466		7%		29	-2	-1	26		7%		14	14		3%		1	1
	EL	46	52	57			57																	
17	NY-212/ Abbotts Ct/Railroad Ave																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	497	525	571	21		592	7%		29				29	7%		12		12	3%		2		2
	WL	17	17	19			19																	
	NR	36	36	39			39																	
	NT																							
	NL	4	4	4			4																	
	ER	3	3	3			3																	
	ET	413	452	492	21		513		7%		29	-2	-1	26		7%		14	14		3%		1	1
	EL																							
18	NY-212/ Market St																							
	SR	84	84	91			91	2%		8				8	2%		3		3					
	ST	67	67	73			73																	
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	72	81	88			88																	
	NL	237	267	291	21		312	5%		21				21	5%		9		9	3%		2		2
	ER	280	280	305	21		326		5%		21	-2	-1	18		5%		10	10		3%		1	1
	ET																							
	EL	80	80	87			87		2%		8			8		2%		4	4					
19	Main St/ Market St																							
	SR	112	112	122			122					-1		-1										
	ST	10	10	11			11																	
	SL	211	211	230	21		251		5%		21	-1	-1	19		5%		10	10		3%		1	1
	WR	195	196	213	21		234	5%		21				21	5%		9		9	3%		2		2
	WT	30	30	33			33																	
	WL	1	1	1			1																	
	NR																							
	NT																							
	NL																							
	ER	6	6	7			7																	
	ET	29	29	32			32																	
	EL	167	167	182			182																	
20	Main St/ Partition St																							
	SR	25	25	27			27																	
	ST	46	46	50			50																	
	SL	4	4	4			4																	
	WR	8	8	9			9																	
	WT	111	111	121			121																	
	WL	93	93	101	5		106																	
	NR	78	78	85	5		90																	
	NT	65	65	71			71																	
	NL	91	91	99	21		120	5%		21				21	5%		9		9	3%		2		2
	ER	133	140	152	21		173		5%		21	-1	-1	19		5%		10	10		3%		1	1
	ET	83	87	95			95																	
	EL	13	13	14			14																	

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 3 3 4 5 6R 6S 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 417	Commercial South Trips OUT 417	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 171	Residential South Trips OUT 193	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 50	Hotel South Trips OUT 43	Hotel South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	2	2	2			2	25%		104		32		136	25%		43		43	10%		5		5
	ST	243	400	435	3		438					-21		-21										
	SL	129	212	231			231					-11		-11										
	WR	26	30	33			33					-3		-3										
	WT	3	3	3			3	30%		125		13	88	226	25%		43		43	40%		20		20
	WL	85	85	93	7	14	114					-10		-10										
	NR	75	75	82	7	1	90					-10		-10										
	NT	296	336	366	3		369					-40		-40										
	NL	4	4	4			4	22%		92		50	148	290	20%		34		34	20%		10		10
	ER	2	2	2			2		32%		133	29	129	291		25%		48	48		20%		9	9
	ET	1	1	1			1		20%		83	12	79	174		20%		39	39		40%		17	17
	EL	1	1	1			1		25%		104	45		149		25%		48	48		10%		4	4
22	NY-32/ Old Rte 32																							
	SR	3	3	3			3																	
	ST	602	609	663	3		666	25%		104				104	25%		43		43	10%		5		5
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	352	363	395	3		398		25%		104	2		106		25%		48	48		10%		4	4
	NL	4	4	4			4																	
	ER	5	5	5			5																	
	ET																							
	EL																							
23	NY-32/ Proposed Driveway																							
	SR																							
	ST	605	612	666	3		669	25%		104				104	25%		43		43	10%		5		5
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	352	363	395	3		398		25%		104	2		106		25%		48	48		10%		4	4
	NL																							
	ER																							
	ET																							
	EL																							
24	NY-32/ Mower Mill Rd																							
	SR																							
	ST	609	612	666	3		669	25%		104				104	25%		43		43	10%		5		5
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	349	361	393	3		396		25%		104	2		106		25%		48	48		10%		4	4
	NL	2	2	2			2																	
	ER																							
	ET																							
	EL																							
25	NY-32/ Hommelville Rd/Peoples Rd																							
	SR	1	1	1			1																	
	ST	330	595	648	3		651	20%		83				83	20%		34		34	8%		4		4
	SL	29	52	57			57																	
	WR	21	26	28			28																	
	WT	3	3	3			3																	
	WL	12	12	13			13	5%		21				21	5%		9		9	2%		1		1
	NR	16	16	17			17		5%		21			21		5%		10	10		2%		1	1
	NT	271	335	365	3		368		20%		83	2		85		20%		39	39		8%		3	3
	NL	10	10	11			11																	
	ER	5	5	5			5																	
	ET	10	10	11			11																	
	EL	1	1	1			1																	

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5					6R	6S	6	5					6	5				6
				Num of yrs																						
				17																						
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 417				Enter Dist. %	Exit Dist. %	Trips IN 171	Trips OUT 193		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 43	
26	NY-32/ Old Kings Hwy																								
	SR																								
	ST	581	591	643	3		646	15%		63				63	10%		17		17	5%		3		3
	SL	3	3	3			3																		
	WR																								
	WT																								
	WL	57	57	62			62	5%		21				21	10%		17		17	3%		2		2
	NR	66	66	72			72		5%		21			21		10%		19	19		3%		1	1
	NT	293	296	322	3		325		15%		63	2		65		10%		19	19		5%		2	2
	NL																								
	ER																								
	ET																								
	EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR																								
	ST	593	593	645	3		648	15%		63				63	10%		17		17	5%		3		3
	SL	32	32	35			35																		
	WR	35	35	38			38																		
	WT	1	1	1			1																		
	WL																								
	NR																								
	NT	294	294	320	3		323		15%		63	2		65		10%		19	19		5%		2	2
	NL	2	2	2			2																		
	ER	1	1	1			1																		
	ET																								
	EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR																								
	ST	42	42	46			46																		
	SL	2	2	2			2																		
	WR	1	1	1			1																		
	WT																								
	WL	7	7	8			8									3%		6	6						
	NR	12	12	13			13								3%		5		5						
	NT	43	43	47			47																		
	NL																								
	ER																								
	ET																								
	EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR															2%		4	4						
	ST																								
	SL															2%		4	4						
	WR														2%		3		3						
	WT	274	290	316	4		320		13%		54	-1	-1	52		13%		25	25		5%		2	2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	295	295	321	4		325	13%		54				54	13%		22		22	5%		3		3
	EL														2%		3		3						

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6X 6Y 6 5 6 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 9	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 106	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 101	Trips OUT 79			
1	NY-212/ Blue Mountain Rd																								
	SR																						6	33
	ST																							
	SL																							93
	WR																						-1	87
	WT		10%		1	1		5%		1	1		10%		10			10		5%		4	4	86	257
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	10%		1		1	5%		1		1	10%		11				11	5%		5		5	88	279
	EL																							5	25
2	NY-212/ Churchland Rd																								
	SR																							
	ST																							
	SL																							
	WR																							
	WT		10%		1	1		5%		1	1		10%		10			10		5%		4	4	85	389
	WL		3%		0	0							3%		3			3						16	31
	NR	3%		0		0						3%		3				3						16	29
	NT																								
	NL																								14
	ER																								16
	ET	10%		1		1	5%		1		1	10%		11				11	5%		5		5	88	400
	EL																								
3	NY-212/ Proposed Easterly Driveway																								
	SR		13%		1	1		5%		1	1													95	95
	ST																								
	SL		10%		1	1		25%		4	4													115	115
	WR	10%		1		1	25%		6		6													121	121
	WT												13%		13			13		5%		4	4	5	325
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET											13%		14				14	5%		5		5	11	336
	EL	13%		1		1	5%		1		1													93	93
4	NY-212/ NY-32/Speedway Dwy																								
	SR												13%		13		3	16		5%		4	4	34	99
	ST																								28
	SL		32%		3	3		20%		3	3		42%		41	-1	28	68		45%		36	36	413	740
	WR	22%		2		2	20%		5		5	32%		34			31	65	45%		45		45	390	860
	WT	10%		1		1	25%		6		6						-3	-3						93	370
	WL																								3
	NR																								7
	NT																								27
	NL																								4
	ER																								7
	ET		10%		1	1		25%		4	4						-2	-2						94	345
	EL											13%		14			2	16	5%		5		5	32	82
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	32%		3		3	45%		11		11	32%		34			28	62	45%		45		45	483	1273
	WL																								17
	NR																								11
	NT																								
	NL																								4
	ER																								9
	ET		42%		4	4		45%		7	7		42%		41	-1	26	66		45%		36	36	507	1126
	EL																								

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6X 6Y 6 5 6 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 9	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 106	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 101	Trips OUT 79			
6	NY-212/ Saugetries Manor Rd																								
	SR ST SL																								2 4
	WR WT WL	32%		3		3	45%		11		11	32%		34			28	62	45%		45		45	483	3 1288
	NR NT NL																								
	ER ET EL		42%		4	4		45%		7	7		42%		41	-1	26	66		45%		36	36	507	1137
7	NY-212/ Stewart's Exit Dwy																								
	SR ST SL																								59 3
	WR WT WL	32%		3		3	45%		11		11	32%		34			28	62	45%		45		45	483	1 1233
	NR NT NL																								
	ER ET EL		42%		4	4		45%		7	7		42%		41	-1	26	66		45%		36	36	507	1141
8	NY-212/ Stewart's Enter Dwy																								
	SR ST SL																								2
	WR WT WL	32%		3		3	45%		11		11	32%		34			28	62	45%		45		45	483	40 1232
	NR NT NL																								
	ER ET EL		42%		4	4		45%		7	7		42%		41	-1	26	66		45%		36	36	507	1135 10
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR ST SL																								57 8 42
	WR WT WL	12%		1		1	5%		1		1	12%		13				13	5%		5		5	93	65 639 82
	NR NT NL	20%		2		2	40%		10		10	20%		21			28	49	40%		40		40	390	91 8 576
	ER ET EL		30% 12%		3 1	3 1		40% 5%		6 1	6 1		30% 12%		29 12	-1	26	55 11		40% 5%		32 4	32 4	418 87	466 644 23
10	NY-212/ Pizza Star Exit Dwy																								
	SR ST SL																								8 3
	WR WT WL	12%		1		1	5%		1		1	12%		13				13	5%		5		5	93	779
	NR NT NL																								
	ER ET EL		12%		1	1		5%		1	1		12%		12	-1		11		5%		4	4	87	777

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6X 6Y 6 5 6 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 9	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 106	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 101	Trips OUT 79			
11	NY-212/ Pizza Star Dwy																								
	SR ST SL																								1
	WR WT WL	12%		1		1	5%		1		1	12%		13				13	5%		5		5	93	11 779
	NR NT NL																								
	ER ET EL		12%		1	1		5%		1	1		12%		12	-1		11		5%		4	4	87	775 5
12	NY-212/ Tomsons Rd																								
	SR ST SL																								21 4
	WR WT WL	12%		1		1	5%		1		1	12%		13				13	5%		5		5	93	1 769
	NR NT NL																								
	ER ET EL		12%		1	1		5%		1	1		12%		12	-1		11		5%		4	4	87	764 12
13	NY-212/ Verizon Exit Dwy																								
	SR ST SL																								
	WR WT WL	12%		1		1	5%		1		1	12%		13				13	5%		5		5	93	117
	NR NT NL																								
	ER ET EL		12%		1	1		5%		1	1		12%		12	-1		11		5%		4	4	87	136
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR ST SL																								2 3
	WR WT WL	7%		1		1	3%		1		1	7%		7				7	3%		3		3	54	1 567 64
	NR NT NL	5%		0		0	2%		1		1	5%		5				5	2%		2		2	39	49 201
	ER ET EL		5% 7%		0 1	0 1		2% 3%		0 0	0 0		5% 7%		5 7	-1		5 6		2% 3%		2 2	2 2	37 50	251 511 7
15	NY-212/ Mobil Dwy																								
	SR ST SL																								
	WR WT WL	7%		1		1	3%		1		1	7%		7				7	3%		3		3	54	629 16
	NR NT NL																								12 3
	ER ET EL		7%		1	1		3%		0	0		7%		7	-1		6		3%		2	2	50	2 561

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6X 6Y 6 5 6 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 9	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 106	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 101	Trips OUT 79			
16	NY-212/ Big Lots Dwy																								
	SR																								76
	ST																								
	SL																								50
	WR																								82
	WT	7%		1		1	3%		1		1	7%		7				7	3%		3		3	54	569
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		7%		1	1		3%		0	0		7%		7	-1		6		3%		2	2	50	516
	EL																								57
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	7%		1		1	3%		1		1	7%		7				7	3%		3		3	54	646
	WL																								19
	NR																								39
	NT																								
	NL																								4
	ER																								3
	ET		7%		1	1		3%		0	0		7%		7	-1		6		3%		2	2	50	563
	EL																								
18	NY-212/ Market St																								
	SR	2%		0		0						2%		2				2						14	105
	ST																								73
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								88
	NT																								
	NL	5%		0		0	3%		1		1	5%		5				5	3%		3		3	40	352
	ER		5%		0	0		3%		0	0		5%		5	-1		4		3%		2	2	36	362
	ET																								
	EL		2%		0	0							2%		2			2						14	101
19	Main St/ Market St																								
	SR																								-1
	ST																								121
	SL		5%		0	0		3%		0	0		5%		5	-1		4		3%		2	2	37	11
	WR	5%		0		0	3%		1		1	5%		5				5	3%		3		3	40	288
	WT																								274
	WL																								33
	NR																								1
	NT																								
	NL																								
	ER																								7
	ET																								32
	EL																								182
20	Main St/ Partition St																								
	SR																								27
	ST																								50
	SL																								4
	WR																								9
	WT																								121
	WL																								106
	NR																								90
	NT																								71
	NL	5%		0		0	3%		1		1	5%		5				5	3%		3		3	40	160
	ER		5%		0	0		3%		0	0		5%		5	-1		4		3%		2	2	37	210
	ET																								95
	EL																								14

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6X 6Y 6 5 6 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 9	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 106	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 101	Trips OUT 79			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	25%		2		2	10%		3		3												189	191
	ST												55%		54	-1	31	84		50%		40	102	540
	SL												20%		20	-1	15	34		40%		32	54	285
	WR											30%		32			17	49	40%		40		86	119
	WT	30%		3		3	40%		10		10												302	305
	WL																						-10	104
	NR																						-10	80
	NT											45%		48			33	81	50%		51		91	460
	NL	22%		2		2	20%		5		5												341	345
	ER		32%		3	3		20%		3	3												354	356
	ET		20%		2	2		40%		6	6												238	239
	EL		25%		2	2		10%		2	2												206	207
22	NY-32/ Old Rte 32																							
	SR																							3
	ST	25%		2		2	10%		3		3		75%		74	-2	46	118		90%		71	345	1011
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT		25%		2	2		10%		2	2	75%		80			50	130	90%		91		91	383	781
	NL																							4
	ER																							5
	ET																							
	EL																							
23	NY-32/ Proposed Driveway																							
	SR															27		54						64
	ST	25%		2		2	10%		3		3	25%		27		-27		-27	10%		10		10	64	130	799
	SL																							
	WR																							
	WT																							
	WL																							
	NR															-43		-43						120	518
	NT		25%		2	2		10%		2	2					43	50	173	90%		91		91	263	263
	ER												75%		74	25	46	145		90%		71	71	216	216
	ET																								
	EL												25%		25	40		65		10%		8	8	72	72
24	NY-32/ Mower Mill Rd																							
	SR																							
	ST	25%		2		2	10%		3		3	25%		27				27	10%		10		10	193	862
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT		25%		2	2		10%		2	2		25%		25	-3		22		10%		8	8	192	588
	NL																							2
	ER																							
	ET																							
	EL																							
25	NY-32/ Hommelville Rd/Peoples Rd																							
	SR																							1
	ST	20%		2		2	8%		2		2	20%		21				21	8%		8		8	155	806
	SL																							57
	WR																							28
	WT																							3
	WL	5%		0		0	2%		1		1	5%		5				5	2%		2		2	39	52
	NR		5%		0	0		2%		0	0		5%		5			5		2%		2	2	39	56
	NT		20%		2	2		8%		1	1		20%		20	-3		17		8%		6	6	153	521
	NL																								11
	ER																								5
	ET																								11
	EL																								1

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6X 6Y 6 5 6 6AC 7E

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 9	Trips OUT 9		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 106	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 101	Trips OUT 79			
26	NY-32/ Old Kings Hwy																								
	SR ST SL	15%		1		1	5%		1		1	15%		16				16	5%		5		5	106	752 3
	WR WT WL	5%		0		0	3%		1		1	5%		5				5	3%		3		3	49	111
	NR NT NL		5% 15%		0 1	0 1		3% 5%		0 1	0 1		5% 15%		5 15	-1 -2		4 13		3% 5%		2 4	2 4	49 105	121 430
	ER ET EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR ST SL	15%		1		1	5%		1		1	15%		16				16	5%		5		5	106	754 35
	WR WT WL																								38 1
	NR NT NL		15%		1	1		5%		1	1		15%		15	-2		13		5%		4	4	105	428 2
	ER ET EL																								1
28	Harry Wells Rd/ Buffalo Rd																								
	SR ST SL																								46 2
	WR WT WL																							6	1 14
	NR NT NL																							5	18 47
	ER ET EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR ST SL																							4 4	4 4
	WR WT WL		13%		1	1		5%		1	1		13%		13			13		5%		4	4	3 98	3 418
	NR NT NL																								
	ER ET EL	13%		1		1	5%		1		1	13%		14				14	5%		5		5	100 3	425 3

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 3 4 5E 6T 6U 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 212	Commercial South Trips OUT 199	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 180	Residential South Trips OUT 205	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 35	Hotel South Trips OUT 40	Hotel South Site Trips
1	NY-212/ Blue Mountain Rd																								
	SR	28	29	29	31			31									3%		6	6					
	ST																								
	SL	88	90	90	98			98																	
	WR	77	79	79	85			85																	
	WT	117	119	119	130	3		133		10%		20	1		21		15%		31	31		5%		2	2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	154	157	157	171	3		174	10%		21				21	15%		27		27	5%		2		2
	EL	31	32	32	34			34								3%		5		5					
2	NY-212/ Churchland Rd																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	223	227	227	248	3		251		10%		20	1		21		15%		31	31		5%		2	2
	WL	10	10	10	11			11		3%		6			6										
	NR	9	9	9	10			10	3%		6				6										
	NT																								
	NL	16	16	16	18			18																	
	ER	13	13	13	14			14																	
	ET	255	260	260	283	3		286	10%		21				21	15%		27		27	5%		2		2
	EL																								
3	NY-212/ Proposed Easterly Driveway																								
	SR									13%		26	8		34		13%		27	27		5%		2	2
	ST																								
	SL									10%		20	7	11	38		10%		21	21		25%		10	10
	WR								10%		21		8	11	40	10%		18		18	25%		9		9
	WT	233	238	238	259	3		262					-7		-7	2%		4		4					
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	264	269	269	293	3		296					-7		-7		2%		4	4					
	EL								13%		28		7		35	13%		23		23	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																								
	SR	48	49	49	53			53					1	6	7										
	ST	31	32	32	34			34																	
	SL	290	296	297	323	9	14	346		32%		64	4	46	114		25%		51	51		20%		8	8
	WR	408	416	420	457	9	1	467	22%		47			52	99	20%		36		36	20%		7		7
	WT	161	164	164	179	3		182	10%		21			5	26	12%		22		22	25%		9		9
	WL	10	10	10	11			11																	
	NR	4	4	4	4			4																	
	NT	33	34	34	37			37																	
	NL	3	3	3	3			3																	
	ER	6	6	6	7			7																	
	ET	208	212	212	231	3		234		10%		20		7	27		12%		25	25		25%		10	10
	EL	38	39	40	44			44						4	4										
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	598	610	610	664	12	1	677	32%		68			57	125	32%		58		58	45%		16		16
	WL	11	11	11	12			12																	
	NR	17	17	17	19			19																	
	NT																								
	NL	1	1	1	1			1																	
	ER	2	2	2	2			2																	
	ET	538	549	551	600	12	14	626		42%		84	4	53	141		37%		76	76		45%		18	18
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 3 4 5E 6T 6U 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 212	Commercial South Trips OUT 199	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 180	Residential South Trips OUT 205	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 35	Hotel South Trips OUT 40	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																								
	SR																								
	ST																								
	SL	1	1	1	1			1																	
	WR	5	5	5	6			6																	
	WT	609	621	621	676	12	1	689	32%		68			57	125	32%		58		58	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	557	568	568	618	12	14	644		42%		84	4	53	141		37%		76	76		45%		18	18
	EL																								
7	NY-212/ Stewart's Exit Dwy																								
	SR	45	46	46	50			50																	
	ST																								
	SL	11	11	11	12			12																	
	WR																								
	WT	569	580	580	632	12	1	645	32%		68			57	125	32%		58		58	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	539	550	568	618	12	14	644		42%		84	4	53	141		37%		76	76		45%		18	18
	EL	1	1	1	1			1																	
8	NY-212/ Stewart's Enter Dwy																								
	SR																								
	ST																								
	SL																								
	WR	29	30	30	32			32																	
	WT	569	580	580	632	12	1	645	32%		68			57	125	32%		58		58	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	550	561	579	630	12	14	656		42%		84	4	53	141		37%		76	76		45%		18	18
	EL																								
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR	50	51	51	56			56																	
	ST	5	5	5	6			6																	
	SL	46	47	47	51			51																	
	WR	49	50	50	54			54																	
	WT	411	419	420	457	12	1	470	12%		25				25	12%		22		22	5%		2		2
	WL	50	51	51	56	6	2	64																	
	NR	48	49	50	54	6	14	74																	
	NT	12	12	12	13			13																	
	NL	136	139	139	151			151	20%		42			57	99	20%		36		36	40%		14		14
	ER	64	65	67	73			73		30%		60	1	53	114		25%		51	51		40%		16	16
	ET	433	442	457	497	12	14	523		12%		24	3		27		12%		25	25		5%		2	2
	EL	53	54	55	60			60																	
10	NY-212/ Pizza Star Exit Dwy																								
	SR	3	3	3	3			3																	
	ST																								
	SL	4	4	4	4			4																	
	WR																								
	WT	501	511	518	564	18	3	585	12%		25				25	12%		22		22	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	531	542	554	603	18	28	649		12%		24	3		27		12%		25	25		5%		2	2
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 3 4 5E 6T 6U 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 212	Trips OUT 199				Enter Dist. %	Exit Dist. %	Trips IN 180	Trips OUT 205		Enter Dist. %	Exit Dist. %	Trips IN 35	Trips OUT 40	
11	NY-212/ Pizza Star Dwy																								
	SR																								
	ST																								
	SL																								
	WR	4	4	4	4			4																	
	WT	501	511	518	564	18	3	585	12%		25				25	12%		22		22	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	527	538	554	603	18	28	649		12%		24	3		27		12%		25	25		5%		2	2
	EL	4	4	4	4			4																	
12	NY-212/ Tomsons Rd																								
	SR	14	14	14	16			16																	
	ST																								
	SL	1	1	1	1			1																	
	WR	9	9	9	10			10																	
	WT	491	501	508	553	18	3	574	12%		25				25	12%		22		22	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	517	527	544	592	18	28	638		12%		24	3		27		12%		25	25		5%		2	2
	EL	10	10	10	11			11																	
13	NY-212/ Verizon Exit Dwy																								
	SR	8	8	8	9			9																	
	ST																								
	SL																								
	WR																								
	WT	493	503	509	554	18	3	575	12%		25				25	12%		22		22	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	520	530	545	593	18	28	639		12%		24	3		27		12%		25	25		5%		2	2
	EL																								
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR	2	2	2	2			2																	
	ST	1	1	1	1			1																	
	SL	3	3	3	3			3																	
	WR	5	5	5	6			6																	
	WT	349	356	361	393	18		411	7%		15				15	7%		13		13	3%		1		1
	WL	42	43	43	47			47																	
	NR	41	42	42	46			46																	
	NT	1	1	1	1			1																	
	NL	142	145	146	159		3	162	5%		11				11	5%		9		9	2%		1		1
	ER	154	157	161	175		28	203		5%		10	1		11		5%		10	10		2%		1	1
	ET	355	362	373	406	18		424		7%		14	2		16		7%		14	14		3%		1	1
	EL	11	11	11	12			12																	
15	NY-212/ Mobil Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	393	401	406	442	18		460	7%		15				15	7%		13		13	3%		1		1
	WL	15	15	15	17			17																	
	NR	13	13	13	14			14																	
	NT																								
	NL	3	3	3	3			3																	
	ER	5	5	5	6			6																	
	ET	393	401	413	450	18		468		7%		14	2		16		7%		14	14		3%		1	1
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 3 4 5E 6T 6U 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 212	Trips OUT 199				Enter Dist. %	Exit Dist. %	Trips IN 180	Trips OUT 205		Enter Dist. %	Exit Dist. %	Trips IN 35	Trips OUT 40	
16	NY-212/ Big Lots Dwy																								
	SR	83	85	85	92			92																	
	ST																								
	SL	43	44	44	48			48																	
	WR	69	70	70	77			77																	
	WT	324	330	336	366	18		384	7%		15				15	7%		13		13	3%		1		1
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	335	342	351	382	18		400		7%		14	2		16		7%		14	14		3%		1	1
	EL	73	74	75	82			82																	
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR	1	1	1	1			1																	
	ST																								
	SL	2	2	2	2			2																	
	WR																								
	WT	388	396	401	436	18		454	7%		15				15	7%		13		13	3%		1		1
	WL	15	15	15	17			17																	
	NR	33	34	34	37			37																	
	NT																								
	NL	4	4	4	4			4																	
	ER	2	2	2	2			2																	
	ET	371	378	392	427	18		445		7%		14	2		16		7%		14	14		3%		1	1
	EL	1	1	1	1			1																	
18	NY-212/ Market St																								
	SR	49	50	50	54			54	2%		4				4	2%		4		4					
	ST	51	52	52	57			57																	
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	45	46	46	50			50																	
	NL	277	283	283	308	18		326	5%		11				11	5%		9		9	3%		1		1
	ER	251	256	256	279	18		297		5%		10	2		12		5%		10	10		3%		1	1
	ET																								
	EL	49	50	50	54			54		2%		4			4		2%		4	4					
19	Main St/ Market St																								
	SR	104	106	106	115			115					1		1										
	ST	5	5	5	6			6																	
	SL	177	181	181	197	18		215		5%		10	1		11		5%		10	10		3%		1	1
	WR	178	182	184	200	18		218	5%		11				11	5%		9		9	3%		1		1
	WT	30	31	31	33			33																	
	WL	6	6	6	7			7																	
	NR																								
	NT																								
	NL																								
	ER	3	3	3	3			3																	
	ET	37	38	38	41			41																	
	EL	137	140	140	152			152																	
20	Main St/ Partition St																								
	SR	14	14	14	16			16																	
	ST	43	44	44	48			48																	
	SL	1	1	1	1			1																	
	WR	1	1	1	1			1																	
	WT	106	108	108	118			118																	
	WL	79	81	81	88	5		93																	
	NR	71	72	72	79	5		84																	
	NT	26	27	27	29			29																	
	NL	97	99	99	108	18		126	5%		11				11	5%		9		9	3%		1		1
	ER	111	113	117	127	18		145		5%		10	1		11		5%		10	10		3%		1	1
	ET	86	88	92	100			100																	
	EL	10	10	10	11			11																	

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 3 4 5E 6T 6U 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 212	Commercial South Trips OUT 199	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 180	Residential South Trips OUT 205	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 35	Hotel South Trips OUT 40	Hotel South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																								
	SR	4	4	4	4			4	25%		53		20		73	25%		45		45	10%		4		4
	ST	255	260	266	290	3		293					-7		-7										
	SL	459	468	468	510			510					-13		-13										
	WR	10	10	10	11			11					-1		-1										
	WT	2	2	2	2			2	30%		64		8	33	105	25%		45		45	40%		14		14
	WL	108	110	112	122	6	14	142					-7		-7										
	NR	145	148	148	161	6	1	168					-10		-10										
	NT	332	339	339	369	3		372					-21		-21										
	NL	7	7	7	8			8	22%		47		31	56	134	20%		36		36	20%		7		7
	ER									32%		64	19	52	135		25%		51	51		20%		8	8
	ET	1	1	1	1			1		20%		40	8	31	79		20%		41	41		40%		16	16
	EL	1	1	1	1			1		25%		50	29		79		25%		51	51		10%		4	4
22	NY-32/ Old Rte 32																								
	SR	1	1	1	1			1																	
	ST	697	711	733	798	3		801	25%		53				53	25%		45		45	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	337	344	346	377	3		380		25%		50	7		57		25%		51	51		10%		4	4
	NL	4	4	4	4			4																	
	ER	5	5	5	6			6																	
	ET																								
	EL																								
23	NY-32/ Proposed Driveway																								
	SR																								
	ST	698	712	734	799	3		802	25%		53				53	25%		45		45	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	337	344	346	377	3		380		25%		50	7		57		25%		51	51		10%		4	4
	NL																								
	ER																								
	ET																								
	EL																								
24	NY-32/ Mower Mill Rd																								
	SR	3	3	3	3			3																	
	ST	690	704	730	795	3		798	25%		53				53	25%		45		45	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	330	337	341	371	3		374		25%		50	7		57		25%		51	51		10%		4	4
	NL	5	5	5	6			6																	
	ER	4	4	4	4			4																	
	ET																								
	EL	1	1	1	1			1																	
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR	1	1	1	1			1																	
	ST	683	697	717	780	3		783	20%		42				42	20%		36		36	8%		3		3
	SL	32	33	33	36			36																	
	WR	23	23	23	26			26																	
	WT	3	3	3	3			3																	
	WL	8	8	8	9			9	5%		11				11	5%		9		9	2%		1		1
	NR	7	7	7	8			8		5%		10			10		5%		10	10		2%		1	1
	NT	312	318	326	355	3		358		20%		40	7		47		20%		41	41		8%		3	3
	NL	9	9	9	10			10																	
	ER	8	8	8	9			9																	
	ET	3	3	3	3			3																	
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 3 4 5E 6T 6U 6 5F 6 5G 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 212	Trips OUT 199				Enter Dist. %	Exit Dist. %	Trips IN 180	Trips OUT 205		Enter Dist. %	Exit Dist. %	Trips IN 35	Trips OUT 40	
26	NY-32/ Old Kings Hwy																								
	SR																								
	ST	659	672	687	748	3		751	15%		32				32	10%		18		18	5%		2		2
	SL																								
	WR																								
	WT																								
	WL	62	63	64	70			70	5%		11				11	10%		18		18	3%		1		1
	NR	53	54	56	61			61		5%		10	1		11		10%		21	21		3%		1	1
	NT	276	282	293	319	3		322		15%		30	6		36		10%		21	21		5%		2	2
	NL																								
	ER																								
	ET																								
	EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR																								
	ST	659	672	687	748	3		751	15%		32				32	10%		18		18	5%		2		2
	SL	42	43	43	47			47																	
	WR	31	32	32	34			34																	
	WT	1	1	1	1			1																	
	WL																								
	NR	2	2	2	2			2																	
	NT	273	278	289	315	3		318		15%		30	6		36		10%		21	21		5%		2	2
	NL	2	2	2	2			2																	
	ER																								
	ET																								
	EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR																								
	ST	33	34	34	37			37																	
	SL	3	3	3	3			3																	
	WR	2	2	2	2			2																	
	WT																								
	WL	5	5	5	6			6									3%		6	6					
	NR	8	8	8	9			9								3%		5		5					
	NT	28	29	29	31			31																	
	NL																								
	ER																								
	ET																								
	EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR																2%		4	4					
	ST																								
	SL																2%		4	4					
	WR															2%		4		4					
	WT	233	238	238	259	3		262		13%		26	1		27		13%		27	27		5%		2	2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	264	269	269	293	3		296	13%		28				28	13%		23		23	5%		2		2
	EL															2%		4		4					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6 5 6 5 6Z 6AA 6 5 6 6AD 7F

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 83	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 76	Trips OUT 79				Enter Dist. %	Exit Dist. %	Trips IN 71	Trips OUT 77			
1	NY-212/ Blue Mountain Rd																								
	SR																						6	37
	ST																							
	SL																							98
	WR																							85
	WT		10%		9	9		5%		1	1		10%		8			8		5%		4	4	75	208
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	10%		8		8	5%		1		1	10%		8				8	5%		4		4	71	245
	EL																							5	39
2	NY-212/ Churchland Rd																								
	SR																							
	ST																							
	SL																							
	WR																							
	WT		10%		9	9		5%		1	1		10%		8			8		5%		4	4	75	326
	WL		3%		3	3							3%		2			2						11	22
	NR	3%		2		2						3%		2				2						11	21
	NT																								
	NL																								18
	ER																								14
	ET	10%		8		8	5%		1		1	10%		8				8	5%		4		4	71	357
	EL																								
3	NY-212/ Proposed Easterly Driveway																								
	SR		13%		12	12		5%		1	1													75	75
	ST																								
	SL		10%		9	9		25%		4	4													81	81
	WR	10%		8		8	25%		6		6													82	82
	WT												13%		10			10		5%		4	4	11	273
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET											13%		10				10	5%		4		4	11	307
	EL	13%		11		11	5%		1		1													72	72
4	NY-212/ NY-32/Speedway Dwy																								
	SR												13%		10		2	12		5%		4	4	23	76
	ST																								34
	SL		32%		29	29		20%		3	3		42%		33	1	22	56		45%		35	35	296	642
	WR	22%		18		18	20%		5		5	32%		24			22	46	45%		32		32	243	710
	WT	10%		8		8	25%		6		6						-2	-2						69	251
	WL																								11
	NR																								4
	NT																								37
	NL																								3
	ER																								7
	ET		10%		9	9		25%		4	4						-1	-1						74	308
	EL											13%		10			1	11	5%		4		4	18	62
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	32%		27		27	45%		11		11	32%		24			20	44	45%		32		32	312	989
	WL																								12
	NR																								19
	NT																								
	NL																								1
	ER																								2
	ET		42%		38	38		45%		7	7		42%		33	1	21	55		45%		35	35	369	995
	EL																								

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6 5 6 5 6Z 6AA 6 5 6 6AD 7F

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 83	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 76	Trips OUT 79				Enter Dist. %	Exit Dist. %	Trips IN 71	Trips OUT 77			
6	NY-212/ Saugetries Manor Rd																								
	SR ST SL																								1
	WR WT WL	32%		27		27	45%		11		11	32%		24			20	44	45%		32		32	312	6 1001
	NR NT NL																								
	ER ET EL		42%		38	38		45%		7	7		42%		33	1	21	55		45%		35	35	369	1013
7	NY-212/ Stewart's Exit Dwy																								
	SR ST SL																								50 12
	WR WT WL	32%		27		27	45%		11		11	32%		24			20	44	45%		32		32	312	957
	NR NT NL																								
	ER ET EL		42%		38	38		45%		7	7		42%		33	1	21	55		45%		35	35	369	1013 1
8	NY-212/ Stewart's Enter Dwy																								
	SR ST SL																								
	WR WT WL	32%		27		27	45%		11		11	32%		24			20	44	45%		32		32	312	32 957
	NR NT NL																								
	ER ET EL		42%		38	38		45%		7	7		42%		33	1	21	55		45%		35	35	369	1025
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR ST SL																								56 6 51
	WR WT WL	12%		10		10	5%		1		1	12%		9				9	5%		4		4	73	54 543 64
	NR NT NL	20%		17		17	40%		10		10	20%		15			20	35	40%		28		28	240	74 13 391
	ER ET EL		30% 12%		27 11	27 11		40% 5%		6 1	6 1		30% 12%		24 9	1	21	45 10		40% 5%		31 4	31 4	290 79	363 602 60
10	NY-212/ Pizza Star Exit Dwy																								
	SR ST SL																								3 4
	WR WT WL	12%		10		10	5%		1		1	12%		9				9	5%		4		4	73	658
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		4	4	79	728

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6 5 6 5 6Z 6AA 6 5 6 6AD 7F

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 83	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 76	Trips OUT 79				Enter Dist. %	Exit Dist. %	Trips IN 71	Trips OUT 77			
11	NY-212/ Pizza Star Dwy																								
	SR ST SL																								
	WR WT WL	12%		10		10	5%		1		1	12%		9				9	5%		4		4	73	4 658
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		4	4	79	728 4
12	NY-212/ Tomsons Rd																								
	SR ST SL																								16 1
	WR WT WL	12%		10		10	5%		1		1	12%		9				9	5%		4		4	73	10 647
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		4	4	79	717 11
13	NY-212/ Verizon Exit Dwy																								
	SR ST SL																								9
	WR WT WL	12%		10		10	5%		1		1	12%		9				9	5%		4		4	73	648
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		4	4	79	718
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR ST SL																								2 1 3
	WR WT WL	7%		6		6	3%		1		1	7%		5				5	3%		2		2	43	6 454 47
	NR NT NL	5%		4		4	2%		1		1	5%		4				4	2%		1		1	30	46 1 192
	ER ET EL		5% 7%		5 6	5 6		2% 3%		0 0	0 0		5% 7%		4 6	1		4 7		2% 3%		2 2	2 2	32 47	235 471 12
15	NY-212/ Mobil Dwy																								
	SR ST SL																								
	WR WT WL	7%		6		6	3%		1		1	7%		5				5	3%		2		2	43	503 17
	NR NT NL																								14 3
	ER ET EL		7%		6	6		3%		0	0		7%		6	1		7		3%		2	2	47	6 515

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6 5 6 5 6Z 6AA 6 5 6 6AD 7F

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 83	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 76	Trips OUT 79				Enter Dist. %	Exit Dist. %	Trips IN 71	Trips OUT 77			
16	NY-212/ Big Lots Dwy																								
	SR																								92
	ST																								
	SL																								48
	WR																								77
	WT	7%		6		6	3%		1		1	7%		5				5	3%		2		2	43	427
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								447
	ET		7%		6	6		3%		0	0		7%		6	1		7		3%		2	2	47	82
	EL																								
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								1
	ST																								
	SL																								2
	WR																								
	WT	7%		6		6	3%		1		1	7%		5				5	3%		2		2	43	497
	WL																								17
	NR																								37
	NT																								
	NL																								4
	ER																								2
	ET		7%		6	6		3%		0	0		7%		6	1		7		3%		2	2	47	492
	EL																								1
18	NY-212/ Market St																								
	SR	2%		2		2						2%		2				2						11	65
	ST																								57
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT																								50
	NL	5%		4		4	3%		1		1	5%		4				4	3%		2		2	31	357
	ER		5%		5	5		3%		0	0		5%		4	1		5		3%		2	2	36	333
	ET																								
	EL		2%		2	2							2%		2			2						11	65
19	Main St/ Market St																								
	SR																							1	116
	ST																								6
	SL		5%		5	5		3%		0	0		5%		4	1		5		3%		2	2	35	250
	WR	5%		4		4	3%		1		1	5%		4				4	3%		2		2	31	249
	WT																								33
	WL																								7
	NR																								
	NT																								
	NL																								
	ER																								3
	ET																								41
	EL																								152
20	Main St/ Partition St																								
	SR																								16
	ST																								48
	SL																								1
	WR																								1
	WT																								118
	WL																								93
	NR																								84
	NT																								29
	NL	5%		4		4	3%		1		1	5%		4				4	3%		2		2	31	157
	ER		5%		5	5		3%		0	0		5%		4	1		5		3%		2	2	35	180
	ET																								100
	EL																								11

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6 5 6 5 6Z 6AA 6 5 6 6AD 7F

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 83	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 76	Trips OUT 79				Enter Dist. %	Exit Dist. %	Trips IN 71	Trips OUT 77			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	25%		21		21	10%		3		3												145	149
	ST												55%		43	1	24	68		50%		39	39	100	393
	SL												20%		16	2	13	31		40%		31	31	49	559
	WR											30%		23			13	36	40%		28		28	63	74
	WT	30%		25		25	40%		10		10													199	201
	WL																							-7	135
	NR																							-10	158
	NT											45%		34			23	57	50%		36		36	72	444
	NL	22%		18		18	20%		5		5													200	208
	ER		32%		29	29		20%		3	3													226	226
	ET		20%		18	18		40%		6	6													160	161
	EL		25%		23	23		10%		2	2													158	159
22	NY-32/ Old Rte 32																								
	SR																								1
	ST	25%		21		21	10%		3		3		75%		59	3	36	98		90%		69	69	292	1093
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								674
	NT		25%		23	23		10%		2	2	75%		57			37	94	90%		64		64	294	4
	NL																								
	ER																								6
	ET																								
	EL																								
23	NY-32/ Proposed Driveway																								
	SR															27		46						53	53
	ST	25%		21		21	10%		3		3	25%		19		-27		-27	10%		7		7	98	900
	SL																								
	WR																								
	WT																								
	WL																								
	NR															-44		-44						92	472
	NT		25%		23	23		10%		2	2					44	36	137	90%		64		64	201	201
	NL											75%		57											
	ER												75%		59	30	37	126		90%		69	69	196	196
	ET																								
	EL												25%		20	47		67		10%		8	8	74	74
24	NY-32/ Mower Mill Rd																								
	SR																								3
	ST	25%		21		21	10%		3		3	25%		19				19	10%		7		7	151	949
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								541
	NT		25%		23	23		10%		2	2		25%		20	3		23		10%		8	8	167	6
	NL																								
	ER																								4
	ET																								
	EL																								1
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR																								1
	ST	20%		17		17	8%		2		2	20%		15				15	8%		6		6	121	904
	SL																								36
	WR																								26
	WT																								3
	WL	5%		4		4	2%		1		1	5%		4				4	2%		1		1	30	39
	NR		5%		5	5		2%		0	0		5%		4			4		2%		2	2	31	39
	NT		20%		18	18		8%		1	1		20%		16	3		19		8%		6	6	135	493
	NL																								10
	ER																								9
	ET																								3
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Sponsor's Preferred
PEAK HOUR: Sunday Midday Peak

Figure Number: 5 6 5 6 5 6Z 6AA 6 5 6 6AD 7F

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 83	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 76	Trips OUT 79				Enter Dist. %	Exit Dist. %	Trips IN 71	Trips OUT 77			
26	NY-32/ Old Kings Hwy																								
	SR ST SL	15%		12		12	5%		1		1	15%		11				11	5%		4		4	80	831
	WR WT WL	5%		4		4	3%		1		1	5%		4				4	3%		2		2	40	110
	NR NT NL		5% 15%		5 14	5 14		3% 5%		0 1	0 1		5% 15%		4 12	3		4 15		3% 5%		2 4	2 4	44 91	105 413
	ER ET EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR ST SL	15%		12		12	5%		1		1	15%		11				11	5%		4		4	80	831 47
	WR WT WL																								34 1
	NR NT NL		15%		14	14		5%		1	1		15%		12	3		15		5%		4	4	91	2 409 2
	ER ET EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR ST SL																								37 3
	WR WT WL																							6	2 12
	NR NT NL																							5	14 31
	ER ET EL																								
29	NY-212/ Proposed Westerly Driveway																								
	SR ST SL																							4 4	4 4
	WR WT WL		13%		12	12		5%		1	1		13%		10			10		5%		4	4	4 82	4 344
	NR NT NL																								
	ER ET EL	13%		11		11	5%		1		1	13%		10				10	5%		4		4	78 4	374 4

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:		3	4				5				6	5				6	5				6
			Num of yrs																		
			17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 209	Trips OUT 128		Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 319		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
1	NY-212/ Blue Mountain Rd																				
	SR	31	31	34			34							3%		10	10					
	ST																					
	SL	144	144	157			157															
	WR	88	88	96			96															
	WT	142	142	155	6		161		10%		13	13		15%		48	48		5%		2	2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	104	104	113	2		115	10%		21		21	15%		15		15	5%		2		2
	EL	18	18	20			20						3%		3		3					
2	NY-212/ Churchland Rd																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	229	250	272	6		278		10%		13	13		15%		48	48		5%		2	2
	WL	9	10	11			11		3%		4	4										
	NR	6	6	7			7	3%		6		6										
	NT																					
	NL	13	13	14			14															
	ER	34	34	37			37															
	ET	238	247	269	2		271	10%		21		21	15%		15		15	5%		2		2
	EL																					
3	NY-212/ Proposed Driveway																					
	SR								13%		17	17		15%		48	48		5%		2	2
	ST																					
	SL								10%		13	13		12%		38	38		25%		8	8
	WR							10%		21		21	12%		12		12	25%		10		10
	WT	238	260	283	6		289															
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	244	253	275	2		277															
	EL							13%		27		27	15%		15		15	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																					
	SR	69	70	76			76															
	ST	26	26	28			28															
	SL	319	324	353	5	3	361		32%		41	41		25%		80	80		20%		6	6
	WR	213	333	362	18	3	383	22%		46		46	20%		21		21	20%		8		8
	WT	168	209	227	6		233	10%		21		21	12%		12		12	25%		10		10
	WL	3	3	3			3															
	NR	1	1	1			1															
	NT	19	23	25			25															
	NL	6	6	7			7															
	ER	4	4	4			4															
	ET	205	205	223	2		225		10%		13	13		12%		38	38		25%		8	8
	EL	55	69	75			75															
5	NY-212/ Churchland Ln																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	397	522	568	24	3	595	32%		67		67	32%		33		33	45%		17		17
	WL	8	10	11			11															
	NR	7	7	8			8															
	NT																					
	NL	1	1	1			1															
	ER	2	2	2			2															
	ET	550	567	617	7	3	627		42%		54	54		37%		118	118		45%		14	14
	EL																					

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:		3	4				5				6	5				6	5				6
			Num of yrs																		
			17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 209	Trips OUT 128		Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 319		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
6	NY-212/ Saugetries Manor Rd																				
	SR	3	3	3			3														
	ST																				
	SL	3	3	3			3														
	WR	2	2	2			2														
	WT	525	529	576	24	3	603	32%		67		67	32%		33		33	45%		17		17
	WL																				
	NR																				
	NT																				
	NL																				
	ER																				
	ET	541	574	625	7	3	635		42%		54	54		37%		118	118		45%		14	14
	EL																				
7	NY-212/ Stewart's Exit Dwy																				
	SR	47	47	51			51														
	ST																				
	SL	7	7	8			8														
	WR	2	2	2			2														
	WT	481	484	527	24	3	554	32%		67		67	32%		33		33	45%		17		17
	WL																				
	NR																				
	NT																				
	NL																				
	ER																				
	ET	546	577	628	7	3	638		42%		54	54		37%		118	118		45%		14	14
	EL																				
8	NY-212/ Stewart's Enter Dwy																				
	SR	2	2	2			2														
	ST																				
	SL																				
	WR	26	26	28			28														
	WT	479	484	527	24	3	554	32%		67		67	32%		33		33	45%		17		17
	WL																				
	NR																				
	NT																				
	NL																				
	ER																				
	ET	520	557	606	7	3	616		42%		54	54		37%		118	118		45%		14	14
	EL	26	27	29			29														
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																				
	SR	13	18	20			20														
	ST	15	15	16			16														
	SL	36	37	40			40														
	WR	28	28	30			30														
	WT	268	384	418	24	3	445	12%		25		25	12%		12		12	5%		2		2
	WL	75	75	82	11	2	95														
	NR	49	50	54	3	2	59														
	NT	6	6	7			7														
	NL	76	108	118			118	20%		42		42	20%		21		21	40%		15		15
	ER	46	49	53			53		30%		38	38		25%		80	80		40%		12	12
	ET	433	485	528	7	3	538		12%		15	15		12%		38	38		5%		2	2
	EL	21	23	25			25															
10	NY-212/ Pizza Star Exit Dwy																				
	SR																				
	ST																				
	SL																				
	WR																				
	WT	432	487	530	35	5	570	12%		25		25	12%		12		12	5%		2		2
	WL																				
	NR																				
	NT																				
	NL																				
	ER																				
	ET	517	572	623	10	5	638		12%		15	15		12%		38	38		5%		2	2
	EL																				

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:			3	4				5				6	5				6	5				6
				Num of yrs																		
				17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 209	Trips OUT 128		Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 319		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
11	NY-212/ Pizza Star Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	432	487	530	35	5	570	12%		25		25	12%		12		12	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	517	572	623	10	5	638		12%		15	15		12%		38	38		5%		2	2
	EL																					
12	NY-212/ Tomsons Rd																					
	SR	1	1	1			1															
	ST																					
	SL																					
	WR	8	8	9			9															
	WT	430	486	529	35	5	569	12%		25		25	12%		12		12	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET	505	560	610	10	5	625		12%		15	15		12%		38	38		5%		2	2
	EL	11	12	13			13															
13	NY-212/ Verizon Exit Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT				35	5	40	12%		25		25	12%		12		12	5%		2		2
	WL																					
	NR																					
	NT																					
	NL																					
	ER																					
	ET				10	5	15		12%		15	15		12%		38	38		5%		2	2
	EL																					
14	NY-212/ Kings Hwy/Buns Burger Dwy																					
	SR																					
	ST																					
	SL																					
	WR	1	1	1			1															
	WT	306	306	333	35		368	7%		15		15	7%		7		7	3%		1		1
	WL	59	59	64			64															
	NR	18	18	20			20															
	NT																					
	NL	188	188	205		5	210	5%		10		10	5%		5		5	2%		1		1
	ER	274	274	298		5	303		5%		6	6		5%		16	16		2%		1	1
	ET	283	283	308	10		318		7%		9	9		7%		22	22		3%		1	1
	EL	3	3	3			3															
15	NY-212/ Mobil Dwy																					
	SR																					
	ST																					
	SL																					
	WR																					
	WT	351	362	394	35		429	7%		15		15	7%		7		7	3%		1		1
	WL	9	9	10			10															
	NR	13	13	14			14															
	NT																					
	NL	4	4	4			4															
	ER	9	9	10			10															
	ET	277	292	318	10		328		7%		9	9		7%		22	22		3%		1	1
	EL																					

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:			3	4			5				6	5				6	5				6
				Num of yrs																	
				17																	
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 209	Trips OUT 128		Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 319		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
16	NY-212/ Big Lots Dwy																				
	SR	11	11	12			12														
	ST																				
	SL	3	3	3			3														
	WR	6	6	7			7														
	WT	349	360	392	35		427	7%		15		15	7%		7		7	3%		1		1
	WL																				
	NR																				
	NT																				
	NL																				
	ER																				
	ET	277	291	317	10		327		7%		9	9		7%		22	22		3%		1	1
	EL	13	14	15			15														
17	NY-212/ Abbotts Ct/Railroad Ave																				
	SR																				
	ST																				
	SL	1	1	1			1														
	WR																				
	WT	356	366	398	35		433	7%		15		15	7%		7		7	3%		1		1
	WL	32	32	35			35														
	NR	45	45	49			49														
	NT																				
	NL																				
	ER	3	3	3			3														
	ET	278	291	317	10		327		7%		9	9		7%		22	22		3%		1	1
	EL																				
18	NY-212/ Market St																				
	SR	55	55	60			60	2%		4		4	2%		2		2					
	ST	45	45	49			49															
	SL																					
	WR																					
	WT																					
	WL																					
	NR																					
	NT	39	39	42			42															
	NL	228	228	248	35		283	5%		10		10	5%		5		5	3%		1		1
	ER	149	149	162	10		172		5%		6	6		5%		16	16		3%		1	1
	ET																					
	EL	71	71	77			77		2%		3	3		2%		6	6					
19	Main St/ Market St																					
	SR	87	87	95			95															
	ST																					
	SL	134	134	146	10		156		5%		6	6		5%		16	16		3%		1	1
	WR	130	132	144	35		179	5%		10		10	5%		5		5	3%		1		1
	WT	22	22	24			24															
	WL																					
	NR																					
	NT																					
	NL																					
	ER	1	1	1			1															
	ET	21	21	23			23															
	EL	151	151	164			164															
20	Main St/ Partition St																					
	SR	4	4	4			4															
	ST	33	33	36			36															
	SL	3	3	3			3															
	WR	6	6	7			7															
	WT	100	100	109			109															
	WL	59	59	64	3		67															
	NR	66	66	72	9		81															
	NT	23	23	25			25															
	NL	50	50	54	35		89	5%		10		10	5%		5		5	3%		1		1
	ER	63	65	71	10		81		5%		6	6		5%		16	16		3%		1	1
	ET	80	82	89			89															
	EL	8	8	9			9															

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:			3	4			5				6	5				6	5				6
				Num of yrs																	
				17																	
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 209	Trips OUT 128		Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 319		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																				
	SR	3	3	3			3	25%		52		52	25%		26		26	10%		4		4
	ST	312	319	347	2		349														
	SL	174	176	192			192														
	WR	10	14	15			15														
	WT	3	3	3			3	30%		63		63	25%		26		26	40%		15		15
	WL	101	101	110	3	3	116														
	NR	97	116	126	11	3	140														
	NT	184	305	332	7		339														
	NL	4	4	4			4	22%		46		46	20%		21		21	20%		8		8
	ER								32%	41		41		25%		80	80		20%		6	6
	ET	1	1	1			1		20%	26		26		20%		64	64		40%		12	12
	EL								25%	32		32		25%		80	80		10%		3	3
22	NY-32/ Old Rte 32																				
	SR																				
	ST	455	494	538	2		540	25%		52		52	25%		26		26	10%		4		4
	SL																				
	WR																				
	WT																				
	WL																				
	NR																				
	NT	315	315	343	7		350		25%		32	32		25%		80	80		10%		3	3
	NL	4	4	4			4														
	ER	4	4	4			4														
	ET																				
	EL																				
23	NY-32/ Proposed Driveway																				
	SR																				
	ST	455	494	538	2		540	25%		52		52	25%		26		26	10%		4		4
	SL																				
	WR																				
	WT																				
	WL																				
	NR																				
	NT	315	315	343	7		350		25%		32	32		25%		80	80		10%		3	3
	NL																				
	ER																				
	ET																				
	EL																				
24	NY-32/ Mower Mill Rd																				
	SR																				
	ST	445	490	533	2		535	25%		52		52	25%		26		26	10%		4		4
	SL																				
	WR																				
	WT																				
	WL																				
	NR																				
	NT	313	313	341	7		348		25%		32	32		25%		80	80		10%		3	3
	NL	2	2	2			2														
	ER	4	4	4			4														
	ET																				
	EL																				
25	NY-32/ Hommelville Rd/Peoples Rd																				
	SR	1	1	1			1														
	ST	459	459	500	2		502	20%		42		42	20%		21		21	8%		3		3
	SL	82	82	89			89														
	WR	24	24	26			26														
	WT	6	6	7			7														
	WL	17	17	19			19	5%		10		10	5%		5		5	2%		1		1
	NR	12	21	23			23		5%		6	6		5%		16	16		2%		1	1
	NT	172	284	309	7		316		20%		26	26		20%		64	64		8%		2	2
	NL	5	8	9			9															
	ER	14	14	15			15															
	ET	10	10	11			11															
	EL																					

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:		3	4				5				6	5				6	5				6
			Num of yrs																		
			17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 209	Trips OUT 128		Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 319		Enter Dist. %	Exit Dist. %	Trips IN 38	Trips OUT 30	
26	NY-32/ Old Kings Hwy																				
	SR																				
	ST	365	435	473	2		475	15%		31		31	10%		10		10	5%		2		2
	SL																				
	WR	2	2	2			2														
	WT																				
	WL	90	107	116			116	5%		10		10	10%		10		10	3%		1		1
	NR	51	55	60			60		5%		6	6		10%		32	32		3%		1	1
	NT	233	253	275	7		282		15%		19	19		10%		32	32		5%		2	2
	NL																					
	ER																				
	ET																				
	EL																				
27	NY-32/ Old Rte 32/Malden Tkp																				
	SR																				
	ST	358	430	468	2		470	15%		31		31	10%		10		10	5%		2		2
	SL	44	44	48			48															
	WR	31	31	34			34														
	WT																				
	WL	1	1	1			1														
	NR																				
	NT	236	255	278	7		285		15%		19	19		10%		32	32		5%		2	2
	NL																					
	ER	4	4	4			4														
	ET	1	1	1			1														
	EL																				
28	Harry Wells Rd/ Buffalo Rd																				
	SR																				
	ST	71	71	77			77														
	SL																				
	WR	4	4	4			4														
	WT																				
	WL	13	13	14			14							3%		10	10					
	NR	7	7	8			8						3%		3		3					
	NT	54	54	59			59															
	NL																					
	ER																				
	ET																				
	EL																				

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 228	Trips OUT 31		Enter Dist. %	Exit Dist. %	Trips IN 10	Trips OUT 18		Enter Dist. %	Exit Dist. %	Trips IN 86	Trips OUT 53		Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 63			
1	NY-212/ Blue Mountain Rd																						
	SR																					10	44
	ST																						
	SL																						157
	WR																						96
	WT		10%		3	3		5%		1	1		10%		5	5		5%		3	3	75	236
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET	10%		23		23	5%		1		1	10%		9		9	5%		4		4	74	189
	EL																					3	23
2	NY-212/ Churchland Rd																						
	SR																						
	ST																						
	SL																						
	WR																						
	WT		10%		3	3		5%		1	1		10%		5	5		5%		3	3	75	353
	WL		3%		1	1							3%		2	2						6	17
	NR	3%		7		7						3%		3		3						16	23
	NT																						
	NL																						14
	ER																						37
	ET	10%		23		23	5%		1		1	10%		9		9	5%		4		4	74	345
	EL																						
3	NY-212/ Proposed Driveway																						
	SR		13%		4	4		5%		1	1											71	71
	ST																						
	SL		10%		3	3		25%		5	5											66	66
	WR	10%		23		23	25%		3		3											68	68
	WT												13%		7	7		5%		3	3	10	299
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET											13%		11		11	5%		4		4	15	292
	EL	13%		30		30	5%		1		1											75	75
4	NY-212/ NY-32/Speedway Dwy																						
	SR												13%		7	7		5%		3	3	10	86
	ST																						28
	SL		32%		10	10		20%		4	4		42%		22	22		45%		28	28	191	552
	WR	22%		50		50	20%		2		2	32%		28		28	45%		36		36	190	573
	WT	10%		23		23	25%		3		3											68	301
	WL																						3
	NR																						1
	NT																						25
	NL																						7
	ER																						4
	ET		10%		3	3		25%		5	5											66	291
	EL											13%		11		11	5%		4		4	15	90
5	NY-212/ Churchland Ln																						
	SR																						
	ST																						
	SL																						
	WR																						
	WT	32%		73		73	45%		5		5	32%		28		28	45%		36		36	258	853
	WL																						11
	NR																						8
	NT																						
	NL																						1
	ER																						2
	ET		42%		13	13		45%		8	8		42%		22	22		45%		28	28	257	884
	EL																						

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 228	Trips OUT 31		Enter Dist. %	Exit Dist. %	Trips IN 10	Trips OUT 18		Enter Dist. %	Exit Dist. %	Trips IN 86	Trips OUT 53		Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 63			
6	NY-212/ Saugetries Manor Rd																						
	SR																						3
	ST																						
	SL																						3
	WR																						2
	WT	32%		73		73	45%		5		5	32%		28		28	45%		36		36	258	861
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		42%		13	13		45%		8	8		42%		22	22		45%		28	28	257	892
	EL																						
7	NY-212/ Stewart's Exit Dwy																						
	SR																						51
	ST																						
	SL																						8
	WR																						2
	WT	32%		73		73	45%		5		5	32%		28		28	45%		36		36	258	812
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		42%		13	13		45%		8	8		42%		22	22		45%		28	28	257	895
	EL																						
8	NY-212/ Stewart's Enter Dwy																						
	SR																						2
	ST																						
	SL																						
	WR																						28
	WT	32%		73		73	45%		5		5	32%		28		28	45%		36		36	258	812
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		42%		13	13		45%		8	8		42%		22	22		45%		28	28	257	873
	EL																						29
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																						
	SR																						20
	ST																						16
	SL																						40
	WR																						30
	WT	12%		27		27	5%		1		1	12%		10		10	5%		4		4	82	527
	WL																						95
	NR																						59
	NT																						7
	NL	20%		46		46	40%		4		4	20%		17		17	40%		32		32	176	294
	ER		30%		9	9		40%		7	7		30%		16	16		40%		25	25	188	241
	ET		12%		4	4		5%		1	1		12%		6	6		5%		3	3	69	607
	EL																						25
10	NY-212/ Pizza Star Exit Dwy																						
	SR																						
	ST																						
	SL																						
	WR																						
	WT	12%		27		27	5%		1		1	12%		10		10	5%		4		4	82	652
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						
	ET		12%		4	4		5%		1	1		12%		6	6		5%		3	3	69	707
	EL																						

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number: 5 6 5 6 5 6 5 6 7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 228	Trips OUT 31		Enter Dist. %	Exit Dist. %	Trips IN 10	Trips OUT 18		Enter Dist. %	Exit Dist. %	Trips IN 86	Trips OUT 53		Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 63			
11	NY-212/ Pizza Star Dwy																						
	SR ST SL																						
	WR WT WL	12%		27		27	5%		1		1	12%		10		10	5%		4		4	82	652
	NR NT NL																						
	ER ET EL		12%		4	4		5%		1	1		12%		6	6		5%		3	3	69	707
12	NY-212/ Tomsons Rd																						
	SR ST SL																						1
	WR WT WL	12%		27		27	5%		1		1	12%		10		10	5%		4		4	82	9 651
	NR NT NL																						
	ER ET EL		12%		4	4		5%		1	1		12%		6	6		5%		3	3	69	694 13
13	NY-212/ Verizon Exit Dwy																						
	SR ST SL																						
	WR WT WL	12%		27		27	5%		1		1	12%		10		10	5%		4		4	82	122
	NR NT NL																						
	ER ET EL		12%		4	4		5%		1	1		12%		6	6		5%		3	3	69	84
14	NY-212/ Kings Hwy/Buns Burger Dwy																						
	SR ST SL																						
	WR WT WL	7%		16		16	3%		0		0	7%		6		6	3%		2		2	48	1 416 64
	NR NT NL	5%		11		11	2%		0		0	5%		4		4	2%		2		2	34	20 244
	ER ET EL		5% 7%		2 2	2 2		2% 3%		0 1	0 1		5% 7%		3 4	3 4		2% 3%		1 2	1 2	29 41	332 359 3
15	NY-212/ Mobil Dwy																						
	SR ST SL																						
	WR WT WL	7%		16		16	3%		0		0	7%		6		6	3%		2		2	48	477 10
	NR NT NL																						14 4
	ER ET EL		7%		2	2		3%		1	1		7%		4	4		3%		2	2	41	10 369

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number: 5 6 5 6 5 6 5 6 7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 228	Trips OUT 31		Enter Dist. %	Exit Dist. %	Trips IN 10	Trips OUT 18		Enter Dist. %	Exit Dist. %	Trips IN 86	Trips OUT 53		Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 63			
16	NY-212/ Big Lots Dwy																						
	SR																						12
	ST																						
	SL																						3
	WR																						7
	WT	7%		16		16	3%		0		0	7%		6		6	3%		2		2	48	475
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						368
	ET		7%		2	2		3%		1	1		7%		4	4		3%		2	2	41	15
	EL																						
17	NY-212/ Abbotts Ct/Railroad Ave																						
	SR																						
	ST																						
	SL																						1
	WR																						
	WT	7%		16		16	3%		0		0	7%		6		6	3%		2		2	48	481
	WL																						35
	NR																						49
	NT																						
	NL																						
	ER																						3
	ET		7%		2	2		3%		1	1		7%		4	4		3%		2	2	41	368
	EL																						
18	NY-212/ Market St																						
	SR	2%		5		5						2%		2		2						13	73
	ST																						49
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT																						42
	NL	5%		11		11	3%		0		0	5%		4		4	3%		2		2	35	318
	ER		5%		2	2		3%		1	1		5%		3	3		3%		2	2	30	202
	ET																						
	EL		2%		1	1							2%		1	1						11	88
19	Main St/ Market St																						
	SR																						95
	ST																						
	SL		5%		2	2		3%		1	1		5%		3	3		3%		2	2	30	186
	WR	5%		11		11	3%		0		0	5%		4		4	3%		2		2	35	214
	WT																						24
	WL																						
	NR																						
	NT																						
	NL																						
	ER																						1
	ET																						23
	EL																						164
20	Main St/ Partition St																						
	SR																						4
	ST																						36
	SL																						3
	WR																						7
	WT																						109
	WL																						67
	NR																						81
	NT																						25
	NL	5%		11		11	3%		0		0	5%		4		4	3%		2		2	35	124
	ER		5%		2	2		3%		1	1		5%		3	3		3%		2	2	30	111
	ET																						89
	EL																						9

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 228	Trips OUT 31		Enter Dist. %	Exit Dist. %	Trips IN 10	Trips OUT 18		Enter Dist. %	Exit Dist. %	Trips IN 86	Trips OUT 53		Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 63			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																						
	SR	25%		57		57	10%		1		1											140	143
	ST												55%		29	29		50%		32	32	61	410
	SL												20%		11	11		40%		25	25	36	228
	WR											30%		26		26	40%		32		32	58	73
	WT	30%		68		68	40%		4		4											176	179
	WL																						116
	NR																						140
	NT											45%		39		39	50%		40		40	79	418
	NL	22%		50		50	20%		2		2											126	130
	ER		32%		10	10		20%		4	4											140	140
	ET		20%		6	6		40%		7	7											115	116
	EL		25%		8	8		10%		2	2											124	124
22	NY-32/ Old Rte 32																						
	SR																						
	ST	25%		57		57	10%		1		1		75%		40	40		90%		57	57	236	776
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT		25%		8	8		10%		2	2	75%		65		65	90%		72		72	261	611
	NL																						4
	ER																						4
	ET																						
	EL																						
23	NY-32/ Proposed Driveway																						
	SR											25%		22		22	10%		8		8	30	30
	ST	25%		57		57	10%		1		1											140	680
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT		25%		8	8		10%		2	2											124	474
	NL											75%		65		65	90%		72		72	137	137
	ER												75%		40	40		90%		57	57	96	96
	ET																						
	EL												25%		13	13		10%		6	6	20	20
24	NY-32/ Mower Mill Rd																						
	SR																						
	ST	25%		57		57	10%		1		1	25%		22		22	10%		8		8	169	704
	SL																						
	WR																						
	WT																						
	WL																						
	NR																						
	NT		25%		8	8		10%		2	2		25%		13	13		10%		6	6	144	492
	NL																						2
	ER																						4
	ET																						
	EL																						
25	NY-32/ Hommelville Rd/Peoples Rd																						
	SR																						1
	ST	20%		46		46	8%		1		1	20%		17		17	8%		6		6	135	637
	SL																						89
	WR																						26
	WT																						7
	WL	5%		11		11	2%		0		0	5%		4		4	2%		2		2	34	53
	NR		5%		2	2		2%		0	0		5%		3	3		2%		1	1	29	52
	NT		20%		6	6		8%		1	1		20%		11	11		8%		5	5	115	431
	NL																						9
	ER																						15
	ET																						11
	EL																						

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: AM Peak

Figure Number: 5 6 5 6 5 6 5 6 7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 228	Trips OUT 31		Enter Dist. %	Exit Dist. %	Trips IN 10	Trips OUT 18		Enter Dist. %	Exit Dist. %	Trips IN 86	Trips OUT 53		Enter Dist. %	Exit Dist. %	Trips IN 80	Trips OUT 63			
26	NY-32/ Old Kings Hwy																						
	SR ST SL	15%		34		34	5%		1		1	15%		13		13	5%		4		4	95	570
	WR WT WL	5%		11		11	3%		0		0	5%		4		4	3%		2		2	40	2 156
	NR NT NL		5% 15%		2 5	2 5		3% 5%		1 1	1 1		5% 15%		3 8	3 8		3% 5%		2 3	2 3	46 69	106 351
	ER ET EL																						
27	NY-32/ Old Rte 32/Malden Tkp																						
	SR ST SL	15%		34		34	5%		1		1	15%		13		13	5%		4		4	95	565 48
	WR WT WL																						34 1
	NR NT NL		15%		5	5		5%		1	1		15%		8	8		5%		3	3	69	354
	ER ET EL																						4 1
28	Harry Wells Rd/ Buffalo Rd																						
	SR ST SL																						77
	WR WT WL																					10	4 24
	NR NT NL																					3	11 59
	ER ET EL																						

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:			3A	3A	4				5						6	5			6	5			6
					Num of yrs																		
					17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 349	Trips OUT 351				Enter Dist. %	Exit Dist. %	Trips IN 271	Trips OUT 186		Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	
1	NY-212/ Blue Mountain Rd																							
	SR	21	22	22	24			24									3%		6	6				
	ST																							
	SL	97	101	101	110			110																
	WR	161	167	167	182			182																
	WT	151	157	157	171	4		175		10%		35			35		15%		28	28		5%		2	2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	176	183	183	199	7		206	10%		35				35	15%		41		41	5%		2		2
	EL	34	35	35	38			38								3%		8		8				
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	303	315	335	365	4		369		10%		35			35		15%		28	28		5%		2	2
	WL	8	8	9	10			10		3%		11			11									
	NR	12	12	12	14			14	3%		10				10									
	NT																							
	NL	30	31	31	34			34																
	ER	28	29	29	32			32																
	ET	296	308	308	335	7		342	10%		35				35	15%		41		41	5%		2		2
	EL																							
3	NY-212/ Proposed Driveway																							
	SR									13%		46	13		59		15%		28	28		5%		2	2
	ST																							
	SL									10%		35	12	19	66		12%		22	22		25%		10	10
	WR								10%		35		13	19	67	12%		33		33	25%		9		9
	WT	311	323	344	374	4		378					-13		-13										
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	308	320	320	349	7		356					-12		-12										
	EL								13%		45		12		57	15%		41		41	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																							
	SR	78	81	106	115			115						10	10									
	ST	30	31	41	45			45																
	SL	236	245	321	349	18	3	370		32%		112	-1	82	193		25%		47	47		20%		8	8
	WR	448	466	505	550	10	3	563	22%		77			84	161	20%		54		54	20%		7		7
	WT	246	256	256	278	4		282	10%		35			9	44	12%		33		33	25%		9		9
	WL	4	4	4	5			5																	
	NR	6	6	6	7			7																	
	NT	19	20	21	23			23																	
	NL	7	7	7	8			8																	
	ER	4	4	4	5			5																	
	ET	252	262	262	285	7		292		10%		35		12	47		12%		22	22		25%		10	10
	EL	67	70	76	83			83						7	7										
5	NY-212/ Churchland Ln																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	716	745	785	854	14	3	871	32%		112			93	205	32%		87		87	45%		16		16
	WL	16	17	18	20			20																	
	NR	10	10	10	11			11																	
	NT																								
	NL	1	1	1	1			1																	
	ER	5	5	5	6			6																	
	ET	512	532	547	595	24	3	622		42%		147	-1	94	240		37%		69	69		45%		17	17
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:			3A	3A	4				5						6	5			6	5			6
					Num of yrs				Commercial South							Residential South					Hotel South				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	17 2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Enter Dist. %	Exit Dist. %	Trips IN 349	Trips OUT 351	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Enter Dist. %	Exit Dist. %	Trips IN 271	Trips OUT 186	Residential South Site Trips	Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																								
	SR	2	2	2	2			2																	
	ST																								
	SL	1	1	1	1			1																	
	WR	4	4	4	5			5																	
	WT	769	800	801	872	14	3	889	32%		112			93	205	32%		87		87	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	534	555	556	605	24	3	632		42%		147	-1	94	240		37%		69	69		45%		17	17
	EL	1	1	1	1			1																	
7	NY-212/ Stewart's Exit Dwy																								
	SR	47	49	49	53			53																	
	ST																								
	SL	9	9	9	10			10																	
	WR	1	1	1	1			1																	
	WT	727	756	756	823	14	3	840	32%		112			93	205	32%		87		87	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	535	556	556	606	24	3	633		42%		147	-1	94	240		37%		69	69		45%		17	17
	EL	1	1	1	1			1																	
8	NY-212/ Stewart's Enter Dwy																								
	SR																								
	ST																								
	SL																								
	WR	37	38	38	42			42																	
	WT	728	757	757	824	14	3	841	32%		112			93	205	32%		87		87	45%		16		16
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	521	542	550	599	24	3	626		42%		147	-1	94	240		37%		69	69		45%		17	17
	EL	14	15	15	16			16																	
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR	11	11	11	12			12																	
	ST	12	12	12	14			14																	
	SL	30	31	33	36			36																	
	WR	46	48	54	59			59																	
	WT	541	563	635	691	14	3	708	12%		42				42	12%		33		33	5%		2		2
	WL	61	63	70	76	7	2	85																	
	NR	67	70	75	82	11	2	95																	
	NT	4	4	4	5			5																	
	NL	141	147	149	162			162	20%		70			93	163	20%		54		54	40%		14		14
	ER	48	50	50	54			54		30%		105		94	199		25%		47	47		40%		15	15
	ET	439	457	488	531	24	3	558		12%		42	-1		41		12%		22	22		5%		2	2
	EL	12	12	12	14			14																	
10	NY-212/ Pizza Star Exit Dwy																								
	SR	7	7	7	8			8																	
	ST																								
	SL	3	3	3	3			3																	
	WR																								
	WT	713	742	752	819	21	5	845	12%		42				42	12%		33		33	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	573	596	596	649	35	5	689		12%		42	-1		41		12%		22	22		5%		2	2
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:			3A	3A	4				5						6	5			6	5			6
					Num of yrs																		
					17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 349	Trips OUT 351				Enter Dist. %	Exit Dist. %	Trips IN 271	Trips OUT 186		Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	
11	NY-212/ Pizza Star Dwy																								
	SR																								
	ST																								
	SL																								
	WR	5	5	5	6			6																	
	WT	713	742	752	819	21	5	845	12%		42				42	12%		33		33	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	573	596	596	649	35	5	689		12%		42	-1		41		12%		22	22		5%		2	2
	EL	3	3	3	3			3																	
12	NY-212/ Tomsons Rd																								
	SR	26	27	27	29			29																	
	ST																								
	SL	2	2	2	2			2																	
	WR	6	6	6	7			7																	
	WT	695	723	730	795	21	5	821	12%		42				42	12%		33		33	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	559	581	581	633	35	5	673		12%		42	-1		41		12%		22	22		5%		2	2
	EL	14	15	15	16			16																	
13	NY-212/ Verizon Exit Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT					21	5	26	12%		42				42	12%		33		33	5%		2		2
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET					35	5	40		12%		42	-1		41		12%		22	22		5%		2	2
	EL																								
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR	1	1	1	1			1																	
	ST	2	2	2	2			2																	
	SL	6	6	6	7			7																	
	WR	6	6	6	7			7																	
	WT	420	437	477	519	21		540	7%		24				24	7%		19		19	3%		1		1
	WL	49	51	54	59			59																	
	NR	59	61	61	67			67																	
	NT	1	1	1	1			1																	
	NL	240	250	258	281		5	286	5%		17				17	5%		14		14	2%		1		1
	ER	169	176	180	196			201		5%		18			18		5%		9	9		2%		1	1
	ET	375	390	399	434	35	5	469		7%		25	-1		24		7%		13	13		3%		1	1
	EL	4	4	4	5			5																	
15	NY-212/ Mobil Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	494	514	533	580	21		601	7%		24				24	7%		19		19	3%		1		1
	WL	10	10	10	11			11																	
	NR	8	8	8	9			9																	
	NT																								
	NL	4	4	4	5			5																	
	ER	6	6	6	7			7																	
	ET	430	447	460	501	35		536		7%		25	-1		24		7%		13	13		3%		1	1
	EL																								

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:			3A	3A	4				5						6	5			6	5			6
					Num of yrs																		
					17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 349	Trips OUT 351				Enter Dist. %	Exit Dist. %	Trips IN 271	Trips OUT 186		Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	
16	NY-212/ Big Lots Dwy																								
	SR	85	88	91	99			99																	
	ST																								
	SL	62	64	64	70			70																	
	WR	90	94	94	102			102																	
	WT	421	438	452	492	21		513	7%		24				24	7%		19		19	3%		1		1
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	378	393	408	444	35		479		7%		25	-1		24		7%		13	13		3%		1	1
	EL	57	59	60	65			65																	
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								
	ST																								
	SL	1	1	1	1			1																	
	WR	1	1	1	1			1																	
	WT	509	529	543	591	21		612	7%		24				24	7%		19		19	3%		1		1
	WL	23	24	24	26			26																	
	NR	72	75	75	82			82																	
	NT	1	1	1	1			1																	
	NL	3	3	3	3			3																	
	ER	4	4	4	5			5																	
	ET	441	459	468	509	35		544		7%		25	-1		24		7%		13	13		3%		1	1
	EL																								
18	NY-212/ Market St																								
	SR	75	78	78	85			85	2%		7				7	2%		5		5					
	ST	64	67	74	81			81																	
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	87	90	95	103			103																	
	NL	269	280	294	320	21		341	5%		17				17	5%		14		14	3%		1		1
	ER	221	230	253	275	35		310		5%		18	-1		17		5%		9	9		3%		1	1
	ET																								
	EL	99	103	103	112			112		2%		7			7		2%		4	4					
19	Main St/ Market St																								
	SR	142	148	148	161			161																	
	ST	9	9	9	10			10																	
	SL	183	190	190	207	35		242		5%		18	-1		17		5%		9	9		3%		1	1
	WR	197	205	205	223	21		244	5%		17				17	5%		14		14	3%		1		1
	WT	36	37	37	41			41																	
	WL	4	4	4	5			5																	
	NR																								
	NT																								
	NL																								
	ER	2	2	2	2			2																	
	ET	25	26	26	28			28																	
	EL	196	204	204	222			222																	
20	Main St/ Partition St																								
	SR	15	16	16	17			17																	
	ST	44	46	46	50			50																	
	SL	6	6	6	7			7																	
	WR	6	6	6	7			7																	
	WT	135	140	141	153			153																	
	WL	105	109	109	119	9		128																	
	NR	75	78	78	85	5		90																	
	NT	42	44	44	48			48																	
	NL	85	88	89	97	21		118	5%		17				17	5%		14		14	3%		1		1
	ER	105	109	109	119	35		154		5%		18	-1		17		5%		9	9		3%		1	1
	ET	93	97	97	105			105																	
	EL	10	10	10	11			11																	

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:			3A	3A	4				5						6	5				6	5				6
					Num of yrs																				
					17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
									Enter Dist. %	Exit Dist. %	Trips IN 349	Trips OUT 351				Enter Dist. %	Exit Dist. %	Trips IN 271	Trips OUT 186		Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																								
	SR	1	1	1	1			1	25%		87		33		120	25%		68		68	10%		4		4
	ST	227	236	351	382	7		389					-23		-23										
	SL	96	100	149	162			162					-10		-10										
	WR	18	19	21	23			23					-2		-2										
	WT	1	1	1	1			1	30%		105		13	55	173	25%		68		68	40%		14		14
	WL	112	116	116	127	11	3	141					-11		-11										
	NR	81	84	84	92	7	3	102					-8		-8										
	NT	461	479	517	563	4		567					-43		-43										
	NL	1	1	1	1			1	22%		77		51	91	219	20%		54		54	20%		7		7
	ER	1	1	1	1			1		32%		112	33	92	237		25%		47	47		20%		8	8
	ET	1	1	1	1			1		20%		70	13	55	138		20%		37	37		40%		15	15
	EL	1	1	1	1			1		25%		88	51		139		25%		47	47		10%		4	4
22	NY-32/ Old Rte 32																								
	SR	3	3	3	3			3																	
	ST	469	488	492	536	7		543	25%		87				87	25%		68		68	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	503	523	539	587	4		591		25%		88	6		94		25%		47	47		10%		4	4
	NL																								
	ER	9	9	9	10			10																	
	ET																								
	EL	1	1	1	1			1																	
23	NY-32/ Proposed Driveway																								
	SR																								
	ST	472	491	495	539	7		546	25%		87				87	25%		68		68	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	504	524	540	588	4		592		25%		88	6		94		25%		47	47		10%		4	4
	NL																								
	ER																								
	ET																								
	EL																								
24	NY-32/ Mower Mill Rd																								
	SR	2	2	2	2			2																	
	ST	472	491	491	534	7		541	25%		87				87	25%		68		68	10%		4		4
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	499	519	537	585	4		589		25%		88	6		94		25%		47	47		10%		4	4
	NL	3	3	3	3			3																	
	ER	4	4	4	5			5																	
	ET																								
	EL	1	1	1	1			1																	
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR	2	2	3	3			3																	
	ST	279	290	469	511	7		518	20%		70				70	20%		54		54	8%		3		3
	SL	25	26	40	44			44																	
	WR	36	37	42	46			46																	
	WT	9	9	9	10			10																	
	WL	16	17	18	20			20	5%		17				17	5%		14		14	2%		1		1
	NR	10	10	10	11			11		5%		18			18		5%		9	9		2%		1	1
	NT	436	453	508	553	4		557		20%		70	6		76		20%		37	37		8%		3	3
	NL	19	20	20	22			22																	
	ER	6	6	6	7			7																	
	ET	12	12	12	14			14																	
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:			3A	3A	4				5						6	5			6	5			6
					Num of yrs																		
					17																		
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Balanced Volumes	2040 Bkgd Vol	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
					0.50%				Enter Dist. %	Exit Dist. %	Trips IN 349	Trips OUT 351				Enter Dist. %	Exit Dist. %	Trips IN 271	Trips OUT 186		Enter Dist. %	Exit Dist. %	Trips IN 36	Trips OUT 38	
26	NY-32/ Old Kings Hwy																							
	SR																							
	ST	379	394	411	447	7		454	15%		52				52	10%		27		27	5%		2		2
	SL																							
	WR																							
	WT																							
	WL	93	97	101	110			110	5%		17				17	10%		27		27	3%		1		1
	NR	102	106	106	115			115		5%		18	1		19		10%		19	19		3%		1	1
	NT	427	444	444	483	4		487		15%		53	5		58		10%		19	19		5%		2	2
	NL																							
	ER																							
	ET																							
	EL																							
27	NY-32/ Old Rte 32/Malden Tkp																							
	SR	1	1	1	1			1																
	ST	376	391	410	446	7		453	15%		52				52	10%		27		27	5%		2		2
	SL	54	56	56	61			61																
	WR	76	79	79	86			86																
	WT	1	1	1	1			1																
	WL	1	1	1	1			1																
	NR	1	1	1	1			1																
	NT	421	438	442	481	4		485		15%		53	5		58		10%		19	19		5%		2	2
	NL	1	1	1	1			1																
	ER																							
	ET																							
	EL																							
28	Harry Wells Rd/ Buffalo Rd																							
	SR																							
	ST	43	45	45	49			49																
	SL	5	5	5	6			6																
	WR	8	8	8	9			9																
	WT																							
	WL	7	7	7	8			8									3%		6	6				
	NR	12	12	12	14			14								3%		8		8				
	NT	60	62	62	68			68																
	NL																							
	ER																							
	ET																							
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 15	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 28	Trips OUT 15		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 78				Enter Dist. %	Exit Dist. %	Trips IN 99	Trips OUT 95			
1	NY-212/ Blue Mountain Rd																								
	SR																							6	30
	ST																								
	SL																								110
	WR																								182
	WT		10%		9	9		5%		1	1		10%		8			8		5%		5	5	87	262
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	10%		2		2	5%		1		1	10%		8				8	5%		5		5	93	299
	EL																							8	46
2	NY-212/ Churchland Rd																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT		10%		9	9		5%		1	1		10%		8			8		5%		5	5	87	456
	WL		3%		3	3							3%		2			2						16	26
	NR	3%		0		0						3%		2				2						13	27
	NT																								
	NL																								34
	ER																								32
	ET	10%		2		2	5%		1		1	10%		8				8	5%		5		5	93	435
	EL																								
3	NY-212/ Proposed Driveway																								
	SR		13%		12	12		5%		1	1													101	101
	ST																								
	SL		10%		9	9		25%		4	4													111	111
	WR	10%		2		2	25%		7		7													117	117
	WT												13%		10			10		5%		5	5	2	380
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET											13%		10				10	5%		5		5	3	359
	EL	13%		2		2	5%		1		1													103	103
4	NY-212/ NY-32/Speedway Dwy																								
	SR												13%		10		3	13		5%		5	5	28	143
	ST																								45
	SL		32%		29	29		20%		3	3		42%		33	1	30	64		45%		43	43	386	756
	WR	22%		3		3	20%		6		6	32%		24			30	54	45%		45		45	330	893
	WT	10%		2		2	25%		7		7						-3	-3						91	373
	WL																								5
	NR																								7
	NT																								23
	NL																								8
	ER																								5
	ET		10%		9	9		25%		4	4						-2	-2						90	382
	EL											13%		10			2	12	5%		5		5	24	107
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	32%		5		5	45%		13		13	32%		24			27	51	45%		45		45	421	1292
	WL																								20
	NR																								11
	NT																								
	NL																								1
	ER																								6
	ET		42%		38	38		45%		7	7		42%		33	1	28	62		45%		43	43	475	1097
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 15	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 28	Trips OUT 15		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 78				Enter Dist. %	Exit Dist. %	Trips IN 99	Trips OUT 95			
6	NY-212/ Saugetries Manor Rd																								
	SR																								2
	ST																								
	SL																								1
	WR																								5
	WT	32%		5		5	45%		13		13	32%		24			27	51	45%		45		45	421	1310
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		38	38		45%		7	7		42%		33	1	28	62		45%		43	43	475	1107
	EL																								1
7	NY-212/ Stewart's Exit Dwy																								
	SR																								53
	ST																								
	SL																								10
	WR																								1
	WT	32%		5		5	45%		13		13	32%		24			27	51	45%		45		45	421	1261
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		38	38		45%		7	7		42%		33	1	28	62		45%		43	43	475	1108
	EL																								1
8	NY-212/ Stewart's Enter Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								42
	WT	32%		5		5	45%		13		13	32%		24			27	51	45%		45		45	421	1262
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		38	38		45%		7	7		42%		33	1	28	62		45%		43	43	475	1101
	EL																								16
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR																								12
	ST																								14
	SL																								36
	WR																								59
	WT	12%		2		2	5%		1		1	12%		9				9	5%		5		5	93	801
	WL																								85
	NR																								95
	NT																								5
	NL	20%		3		3	40%		11		11	20%		15			27	42	40%		40		40	327	489
	ER		30%		27	27		40%		6	6		30%		23		28	51		40%		38	38	383	437
	ET		12%		11	11		5%		1	1		12%		9	1		10		5%		5	5	92	650
	EL																								14
10	NY-212/ Pizza Star Exit Dwy																								
	SR																								8
	ST																								
	SL																								3
	WR																								
	WT	12%		2		2	5%		1		1	12%		9				9	5%		5		5	93	938
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		12%		11	11		5%		1	1		12%		9	1		10		5%		5	5	92	781
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 15	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 28	Trips OUT 15		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 78				Enter Dist. %	Exit Dist. %	Trips IN 99	Trips OUT 95			
11	NY-212/ Pizza Star Dwy																								
	SR ST SL																								
	WR WT WL	12%		2		2	5%		1		1	12%		9				9	5%		5		5	93	6 938
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		5	5	92	781 3
12	NY-212/ Tomsons Rd																								
	SR ST SL																								29 2
	WR WT WL	12%		2		2	5%		1		1	12%		9				9	5%		5		5	93	7 914
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		5	5	92	765 16
13	NY-212/ Verizon Exit Dwy																								
	SR ST SL																								
	WR WT WL	12%		2		2	5%		1		1	12%		9				9	5%		5		5	93	119
	NR NT NL																								
	ER ET EL		12%		11	11		5%		1	1		12%		9	1		10		5%		5	5	92	132
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR ST SL																								1 2 7
	WR WT WL	7%		1		1	3%		1		1	7%		5				5	3%		3		3	55	7 595 59
	NR NT NL	5%		1		1	2%		1		1	5%		4				4	2%		2		2	39	67 1 325
	ER ET EL		5% 7%		5 6	5 6		2% 3%		0 0	0 0		5% 7%		4 5	1		4 6		2% 3%		2 3	2 3	38 54	239 523 5
15	NY-212/ Mobil Dwy																								
	SR ST SL																								
	WR WT WL	7%		1		1	3%		1		1	7%		5				5	3%		3		3	55	656 11
	NR NT NL																								9 5
	ER ET EL		7%		6	6		3%		0	0		7%		5	1		6		3%		3	3	54	7 590

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 15	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 28	Trips OUT 15		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 78				Enter Dist. %	Exit Dist. %	Trips IN 99	Trips OUT 95			
16	NY-212/ Big Lots Dwy																								
	SR																								99
	ST																								
	SL																								70
	WR																								102
	WT	7%		1		1	3%		1		1	7%		5				5	3%		3		3	55	568
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		7%		6	6		3%		0	0		7%		5	1		6		3%		3	3	54	533
	EL																								65
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								
	ST																								
	SL																								1
	WR																								1
	WT	7%		1		1	3%		1		1	7%		5				5	3%		3		3	55	667
	WL																								26
	NR																								82
	NT																								1
	NL																								3
	ER																								5
	ET		7%		6	6		3%		0	0		7%		5	1		6		3%		3	3	54	598
	EL																								
18	NY-212/ Market St																								
	SR	2%		0		0						2%		2				2						14	99
	ST																								81
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								103
	NT																								
	NL	5%		1		1	3%		1		1	5%		4				4	3%		3		3	40	381
	ER		5%		5	5		3%		0	0		5%		4	1		5		3%		3	3	40	350
	ET																								
	EL		2%		2	2							2%		2			2						14	126
19	Main St/ Market St																								
	SR																								161
	ST																								10
	SL		5%		5	5		3%		0	0		5%		4	1		5		3%		3	3	40	282
	WR	5%		1		1	3%		1		1	5%		4				4	3%		3		3	40	284
	WT																								41
	WL																								5
	NR																								
	NT																								
	NL																								
	ER																								2
	ET																								28
	EL																								222
20	Main St/ Partition St																								
	SR																								17
	ST																								50
	SL																								7
	WR																								7
	WT																								153
	WL																								128
	NR																								90
	NT																								48
	NL	5%		1		1	3%		1		1	5%		4				4	3%		3		3	40	158
	ER		5%		5	5		3%		0	0		5%		4	1		5		3%		3	3	40	194
	ET																								105
	EL																								11

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number: 5 6 5 6 5 6 5 6 7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 15	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 28	Trips OUT 15		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 78				Enter Dist. %	Exit Dist. %	Trips IN 99	Trips OUT 95			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																								
	SR	25%		4		4	10%		3		3													198	199
	ST												55%		43	1	33	77		50%		48	48	101	490
	SL												20%		16	1	16	33		40%		38	38	61	223
	WR											30%		23			15	38	40%		40		40	75	98
	WT	30%		5		5	40%		11		11													271	272
	WL																							-11	130
	NR																							-8	94
	NT											45%		34			32	66	50%		50		50	72	639
	NL	22%		3		3	20%		6		6													289	290
	ER		32%		29	29		20%		3	3													323	324
	ET		20%		18	18		40%		6	6													215	216
	EL		25%		23	23		10%		2	2													213	214
22	NY-32/ Old Rte 32																								
	SR																								3
	ST	25%		4		4	10%		3		3		75%		59	2	49	110		90%		86	86	360	903
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		23	23		10%		2	2	75%		56			47	103	90%		89		89	360	951
	NL																								
	ER																								10
	ET																								
	EL																								1
23	NY-32/ Proposed Driveway																								
	SR											25%		19		31		50	10%		10		10	60	60
	ST	25%		4		4	10%		3		3					-31		-31						134	680
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		23	23		10%		2	2					-50		-50						118	710
	NL											75%		56		50	47	153	90%		89		89	242	242
	ER												75%		59	33	49	141		90%		86	86	226	226
	ET																								
	EL												25%		20	52		72		10%		10	10	81	81
24	NY-32/ Mower Mill Rd																								
	SR																								2
	ST	25%		4		4	10%		3		3	25%		19				19	10%		10		10	194	735
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		23	23		10%		2	2		25%		20	2		22		10%		10	10	199	788
	NL																								3
	ER																								5
	ET																								
	EL																								1
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR																								3
	ST	20%		3		3	8%		2		2	20%		15				15	8%		8		8	155	673
	SL																								44
	WR																								46
	WT																								10
	WL	5%		1		1	2%		1		1	5%		4				4	2%		2		2	39	59
	NR		5%		5	5		2%		0	0		5%		4			4		2%		2	2	38	49
	NT		20%		18	18		8%		1	1		20%		16	2		18		8%		8	8	161	718
	NL																								22
	ER																								7
	ET																								14
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: PM Peak

Figure Number:	5	6	5	6	5	6	5	6	7G

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 15	Trips OUT 90		Enter Dist. %	Exit Dist. %	Trips IN 28	Trips OUT 15		Enter Dist. %	Exit Dist. %	Trips IN 75	Trips OUT 78				Enter Dist. %	Exit Dist. %	Trips IN 99	Trips OUT 95			
26	NY-32/ Old Kings Hwy																								
	SR ST SL	15%		2		2	5%		1		1	15%		11				11	5%		5		5	101	555
	WR WT WL	5%		1		1	3%		1		1	5%		4				4	3%		3		3	54	164
	NR NT NL		5% 15%		5 14	5 14		3% 5%		0 1	0 1		5% 15%		4 12	2		4 14		3% 5%		3 5	3 5	50 111	165 598
	ER ET EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR ST SL	15%		2		2	5%		1		1	15%		11				11	5%		5		5	101	1 554 61
	WR WT WL																								86 1 1
	NR NT NL		15%		14	14		5%		1	1		15%		12	2		14		5%		5	5	111	1 596 1
	ER ET EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR ST SL																								49 6
	WR WT WL																							6	9 14
	NR NT NL																							8	22 68
	ER ET EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 393	Trips OUT 359				Enter Dist. %	Exit Dist. %	Trips IN 253	Trips OUT 172		Enter Dist. %	Exit Dist. %	Trips IN 44	Trips OUT 34	
1	NY-212/ Blue Mountain Rd																							
	SR	29	29	32			32									3%		5	5					
	ST																							
	SL	74	74	81			81																	
	WR	147	147	160			160					-1		-1										
	WT	201	201	219	4		223		10%		36	-1	-1	34		15%		26	26		5%		2	2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	165	165	180	6		186	10%		39				39	15%		38		38	5%		2		2
	EL	39	39	42			42								3%		8		8					
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	357	357	389	4		393		10%		36	-2	-1	33		15%		26	26		5%		2	2
	WL	14	14	15			15		3%		11			11										
	NR	14	14	15			15	3%		12				12										
	NT																							
	NL	33	33	36			36																	
	ER	15	15	16			16																	
	ET	263	263	286	6		292	10%		39				39	15%		38		38	5%		2		2
	EL																							
3	NY-212/ Proposed Easterly Driveway																							
	SR								13%		47	14		61		15%		26	26		5%		2	2
	ST																							
	SL								10%		36	12	19	67		12%		21	21		25%		9	9
	WR							10%		39		15	21	75	12%		30		30	25%		11		11
	WT	371	371	404	4		408					-16	-1	-17										
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	277	277	302	6		308					-14		-14										
	EL							13%		51		14		65	15%		38		38	5%		2		2
4	NY-212/ NY-32/Speedway Dwy																							
	SR	101	101	110			110					-1	10	9										
	ST	26	26	28			28																	
	SL	257	257	280	18	3	301		32%		115	-1	84	198		25%		43	43		20%		7	7
	WR	635	653	711	10	3	724	22%		86			95	181	20%		51		51	20%		9		9
	WT	267	274	298	4		302	10%		39			10	49	12%		30		30	25%		11		11
	WL	2	2	2			2																	
	NR	6	6	7			7																	
	NT	22	22	24			24																	
	NL	6	6	7			7																	
	ER	9	9	10			10																	
	ET	220	220	239	6		245		10%		36	-2	12	46		12%		21	21		25%		9	9
	EL	72	72	78			78						7	7										
5	NY-212/ Churchland Ln																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	943	968	1054	14	3	1071	32%		126			105	231	32%		81		81	45%		20		20
	WL	18	18	20			20																	
	NR	12	12	13			13																	
	NT																							
	NL	1	1	1			1																	
	ER	5	5	5			5																	
	ET	509	513	558	24	3	585		42%		151	-3	96	244		37%		64	64		45%		15	15
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number: 3 3 4 5 6 5 6 5 6

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 359	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 253	Residential South Trips OUT 172	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																							
	SR	2	2	2			2																	
	ST																							
	SL	3	3	3			3																	
	WR	4	4	4			4																	
	WT	959	984	1071	14	3	1088	32%		126			105	231	32%		81		81	45%		20		20
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	520	522	568	24	3	595		42%		151	-3	96	244		37%		64	64		45%		15	15
	EL	3	3	3			3																	
7	NY-212/ Stewart's Exit Dwy																							
	SR	57	57	62			62																	
	ST																							
	SL	10	10	11			11																	
	WR																							
	WT	906	931	1013	14	3	1030	32%		126			105	231	32%		81		81	45%		20		20
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	522	524	570	24	3	597		42%		151	-3	96	244		37%		64	64		45%		15	15
	EL	1	1	1			1																	
8	NY-212/ Stewart's Enter Dwy																							
	SR																							
	ST																							
	SL																							
	WR	40	41	45			45																	
	WT	906	931	1013	14	3	1030	32%		126			105	231	32%		81		81	45%		20		20
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	521	523	569	24	3	596		42%		151	-3	96	244		37%		64	64		45%		15	15
	EL	11	11	12			12																	
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																							
	SR	27	27	29			29																	
	ST	12	12	13			13																	
	SL	33	33	36			36																	
	WR	38	40	44			44																	
	WT	645	673	733	14	3	750	12%		47				47	12%		30		30	5%		2		2
	WL	73	76	83	7	2	92																	
	NR	96	97	106	11	2	119																	
	NT	24	24	26			26																	
	NL	272	272	296			296	20%		79			105	184	20%		51		51	40%		18		18
	ER	40	40	44			44		30%		108		96	204		25%		43	43		40%		14	14
	ET	455	459	500	24	3	527		12%		43	-3		40		12%		21	21		5%		2	2
	EL	24	24	26			26																	
10	NY-212/ Pizza Star Exit Dwy																							
	SR	8	8	9			9																	
	ST																							
	SL	2	2	2			2																	
	WR																							
	WT	746	781	850	21	5	876	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	585	589	641	35	5	681		12%		43	-3		40		12%		21	21		5%		2	2
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 393	Trips OUT 359				Enter Dist. %	Exit Dist. %	Trips IN 253	Trips OUT 172		Enter Dist. %	Exit Dist. %	Trips IN 44	Trips OUT 34	
11	NY-212/ Pizza Star Dwy																							
	SR																							
	ST																							
	SL	1	1	1			1																	
	WR	11	12	13			13																	
	WT	746	781	850	21	5	876	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	585	589	641	35	5	681		12%		43	-3		40		12%		21	21		5%		2	2
	EL	2	2	2			2																	
12	NY-212/ Tomsons Rd																							
	SR	39	39	42			42																	
	ST																							
	SL	4	4	4			4																	
	WR	7	7	8			8																	
	WT	716	754	821	21	5	847	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	577	577	628	35	5	668		12%		43	-3		40		12%		21	21		5%		2	2
	EL	13	13	14			14																	
13	NY-212/ Verizon Exit Dwy																							
	SR	7	7	8			8																	
	ST																							
	SL																							
	WR																							
	WT	717	754	821	21	5	847	12%		47				47	12%		30		30	5%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	579	580	631	35	5	671		12%		43	-3		40		12%		21	21		5%		2	2
	EL	1	1	1			1																	
14	NY-212/ Kings Hwy/Buns Burger Dwy																							
	SR	2	2	2			2																	
	ST	4	4	4			4																	
	SL	2	2	2			2																	
	WR	2	2	2			2																	
	WT	439	476	518	21		539	7%		28				28	7%		18		18	3%		1		1
	WL	55	60	65			65																	
	NR	64	64	70			70																	
	NT	3	3	3			3																	
	NL	276	276	300		5	305	5%		20				20	5%		13		13	2%		1		1
	ER	155	155	169		5	174		5%		18	-1		17		5%		9	9		2%		1	1
	ET	418	419	456	35		491		7%		25	-2		23		7%		12	12		3%		1	1
	EL	6	6	7			7																	
15	NY-212/ Mobil Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	486	530	577	21		598	7%		28				28	7%		18		18	3%		1		1
	WL	10	11	12			12																	
	NR	11	11	12			12																	
	NT																							
	NL	8	8	9			9																	
	ER	3	3	3			3																	
	ET	482	482	525	35		560		7%		25	-2		23		7%		12	12		3%		1	1
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 359	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 253	Residential South Trips OUT 172	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
16	NY-212/ Big Lots Dwy																							
	SR	106	106	115			115																	
	ST																							
	SL	61	61	66			66																	
	WR	84	94	102			102																	
	WT	390	435	473	21		494	7%		28				28	7%		18		18	3%		1		1
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	396	396	431	35		466		7%		25	-2		23		7%		12	12		3%		1	1
	EL	97	97	106			106																	
17	NY-212/ Abbotts Ct/Railroad Ave																							
	SR	1	1	1			1																	
	ST																							
	SL	1	1	1			1																	
	WR	2	2	2			2																	
	WT	525	525	571	21		592	7%		28				28	7%		18		18	3%		1		1
	WL	29	29	32			32																	
	NR	63	63	69			69																	
	NT																							
	NL	3	3	3			3																	
	ER	5	5	5			5																	
	ET	441	452	492	35		527		7%		25	-2		23		7%		12	12		3%		1	1
	EL																							
18	NY-212/ Market St																							
	SR	121	121	132			132	2%		8				8	2%		5		5					
	ST	75	75	82			82																	
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	85	85	93			93																	
	NL	287	287	312	21		333	5%		20				20	5%		13		13	3%		1		1
	ER	237	237	258	35		293		5%		18	-1		17		5%		9	9		3%		1	1
	ET																							
	EL	106	106	115			115		2%		7	-1		6		2%		3	3					
19	Main St/ Market St																							
	SR	128	128	139			139																	
	ST	6	6	7			7																	
	SL	167	172	187	35		222		5%		18	-1		17		5%		9	9		3%		1	1
	WR	186	186	202	21		223	5%		20				20	5%		13		13	3%		1		1
	WT	37	37	40			40																	
	WL	8	8	9			9																	
	NR																							
	NT																							
	NL																							
	ER	8	8	9			9																	
	ET	41	43	47			47																	
	EL	205	205	223			223																	
20	Main St/ Partition St																							
	SR	9	9	10			10																	
	ST	60	60	65			65																	
	SL	2	2	2			2																	
	WR	6	6	7			7																	
	WT	125	130	142			142																	
	WL	90	90	98	9		107																	
	NR	71	71	77	5		82																	
	NT	53	53	58			58																	
	NL	89	92	100	21		121	5%		20				20	5%		13		13	3%		1		1
	ER	98	98	107	35		142		5%		18			18		5%		9	9		3%		1	1
	ET	99	99	108			108					-1		-1										
	EL	18	18	20			20																	

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 393	Commercial South Trips OUT 359	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 253	Residential South Trips OUT 172	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 44	Hotel South Trips OUT 34	Hotel South Site Trips
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR	2	2	2			2	25%		98		37		135	25%		63		63	10%		4		4
	ST	232	240	261	7		268					-22		-22										
	SL	171	175	190			190					-15		-15										
	WR	24	24	26			26					-2		-2										
	WT	1	1	1			1	30%		118		15	62	195	25%		63		63	40%		18		18
	WL	143	144	157	11	3	171					-13		-13										
	NR	83	85	93	7	3	103					-7		-7										
	NT	636	655	713	3		716					-50		-50										
	NL	7	7	8			8	22%		86		57	102	245	20%		51		51	20%		9		9
	ER								32%		115	33	94	242		25%		43	43		20%		7	7
	ET								20%		72	14	57	143		20%		34	34		40%		14	14
	EL	1	1	1			1		25%		90	52		142		25%		43	43		10%		3	3
22	NY-32/ Old Rte 32																							
	SR																							
	ST	403	409	445	7		452	25%		98				98	25%		63		63	10%		4		4
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	644	667	726	3		729		25%		90			90		25%		43	43		10%		3	3
	NL	13	13	14			14																	
	ER	8	8	9			9																	
	ET																							
	EL																							
23	NY-32/ Proposed Driveway																							
	SR																							
	ST	403	409	445	7		452	25%		98				98	25%		63		63	10%		4		4
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	644	667	726	3		729		25%		90			90		25%		43	43		10%		3	3
	NL																							
	ER																							
	ET																							
	EL																							
24	NY-32/ Mower Mill Rd																							
	SR	1	1	1			1																	
	ST	398	404	440	7		447	25%		98				98	25%		63		63	10%		4		4
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	637	663	722	3		725		25%		90			90		25%		43	43		10%		3	3
	NL	4	4	4			4																	
	ER	5	5	5			5																	
	ET																							
	EL																							
25	NY-32/ Hommelville Rd/Peoples Rd																							
	SR	1	1	1			1																	
	ST	383	386	420	7		427	20%		79				79	20%		51		51	8%		4		4
	SL	41	41	45			45																	
	WR	49	49	53			53																	
	WT	4	4	4			4																	
	WL	8	8	9			9	5%		20				20	5%		13		13	2%		1		1
	NR	14	14	15			15		5%		18			18		5%		9	9		2%		1	1
	NT	615	632	688	3		691		20%		72			72		20%		34	34		8%		3	3
	NL	16	17	19			19																	
	ER	11	11	12			12																	
	ET	5	5	5			5																	
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 393	Trips OUT 359				Enter Dist. %	Exit Dist. %	Trips IN 253	Trips OUT 172		Enter Dist. %	Exit Dist. %	Trips IN 44	Trips OUT 34	
26	NY-32/ Old Kings Hwy																							
	SR																							
	ST	328	334	364	7		371	15%		59				59	10%		25		25	5%		2		2
	SL	1	1	1			1																	
	WR																							
	WT																							
	WL	92	94	102			102	5%		20				20	10%		25		25	3%		1		1
	NR	126	131	143			143		5%		18			18		10%		17	17		3%		1	1
	NT	527	550	599	3		602		15%		54			54		10%		17	17		5%		2	2
	NL																							
	ER																							
	ET																							
	EL																							
27	NY-32/ Old Rte 32/Malden Tkp																							
	SR																							
	ST	322	331	360	7		367	15%		59				59	10%		25		25	5%		2		2
	SL	31	31	34			34																	
	WR	52	52	57			57																	
	WT	2	2	2			2																	
	WL	1	1	1			1																	
	NR																							
	NT	520	545	593	3		596		15%		54			54		10%		17	17		5%		2	2
	NL	5	5	5			5																	
	ER	3	3	3			3																	
	ET	1	1	1			1																	
	EL																							
28	Harry Wells Rd/ Buffalo Rd																							
	SR																							
	ST	43	43	47			47																	
	SL	7	7	8			8																	
	WR	2	2	2			2																	
	WT																							
	WL	5	5	5			5									3%		5	5					
	NR	11	11	12			12								3%		8		8					
	NT	53	53	58			58																	
	NL																							
	ER																							
	ET																							
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number:	5	6	5	6	5	6	5	6	7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 72			
1	NY-212/ Blue Mountain Rd																								
	SR																						5	37
	ST																							
	SL																							81
	WR																						-1	159
	WT		10%		14	14		5%		1	1		10%		10			10		5%		4	4	89	312
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	10%		3		3	5%		1		1	10%		11				11	5%		5		5	100	286
	EL																							8	50
2	NY-212/ Churchland Rd																								
	SR																							
	ST																							
	SL																							
	WR																							
	WT		10%		14	14		5%		1	1		10%		10			10		5%		4	4	88	481
	WL		3%		4	4							3%		3			3						18	33
	NR	3%		1		1						3%		3				3						16	31
	NT																								
	NL																								36
	ER																								16
	ET	10%		3		3	5%		1		1	10%		11				11	5%		5		5	100	392
	EL																								
3	NY-212/ Proposed Easterly Driveway																								
	SR		13%		18	18		5%		1	1													107	107
	ST																								
	SL		10%		14	14		25%		4	4													114	114
	WR	10%		3		3	25%		6		6													126	126
	WT												13%		13			13		5%		4	4	-1	407
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET											13%		14				14	5%		5		5	5	313
	EL	13%		4		4	5%		1		1													110	110
4	NY-212/ NY-32/Speedway Dwy																								
	SR												13%		13	-1	3	15		5%		4	4	27	137
	ST																								28
	SL		32%		44	44		20%		3	3		42%		41	-3	26	64		45%		32	32	391	692
	WR	22%		7		7	20%		5		5	32%		35			32	67	45%		45		45	364	1088
	WT	10%		3		3	25%		6		6						-3	-3						97	399
	WL																								2
	NR																								7
	NT																								24
	NL																								7
	ER																								10
	ET		10%		14	14		25%		4	4						-2	-2						91	336
	EL											13%		14			2	16	5%		5		5	28	106
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	32%		10		10	45%		11		11	32%		35			29	64	45%		45		45	461	1532
	WL																								20
	NR																								13
	NT																								
	NL																								1
	ER																								5
	ET		42%		58	58		45%		7	7		42%		41	-3	24	62		45%		32	32	482	1067
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 72			
6	NY-212/ Saugetries Manor Rd																								
	SR																								2
	ST																								
	SL																								3
	WR																								4
	WT	32%		10		10	45%		11		11	32%		35			29	64	45%		45		45	461	1549
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		58	58		45%		7	7		42%		41	-3	24	62		45%		32	32	482	1077
	EL																								3
7	NY-212/ Stewart's Exit Dwy																								
	SR																								62
	ST																								
	SL																								11
	WR																								
	WT	32%		10		10	45%		11		11	32%		35			29	64	45%		45		45	461	1491
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		58	58		45%		7	7		42%		41	-3	24	62		45%		32	32	482	1079
	EL																								1
8	NY-212/ Stewart's Enter Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								45
	WT	32%		10		10	45%		11		11	32%		35			29	64	45%		45		45	461	1491
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		58	58		45%		7	7		42%		41	-3	24	62		45%		32	32	482	1078
	EL																								12
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR																								29
	ST																								13
	SL																								36
	WR																								44
	WT	12%		4		4	5%		1		1	12%		13				13	5%		5		5	103	853
	WL																								92
	NR																								119
	NT																								26
	NL	20%		6		6	40%		10		10	20%		22			29	51	40%		40		40	358	654
	ER		30%		41	41		40%		6	6		30%		29		24	53		40%		29	29	390	434
	ET		12%		16	16		5%		1	1		12%		12	-3		9		5%		4	4	92	619
	EL																								26
10	NY-212/ Pizza Star Exit Dwy																								
	SR																								9
	ST																								
	SL																								2
	WR																								
	WT	12%		4		4	5%		1		1	12%		13				13	5%		5		5	103	979
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		12%		16	16		5%		1	1		12%		12	-3		9		5%		4	4	92	773
	EL																								

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SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 72			
11	NY-212/ Pizza Star Dwy																								
	SR ST SL																								1
	WR WT WL	12%		4		4	5%		1		1	12%		13				13	5%		5		5	103	13 979
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		12	-3		9		5%		4	4	92	773 2
12	NY-212/ Tomsons Rd																								
	SR ST SL																								42 4
	WR WT WL	12%		4		4	5%		1		1	12%		13				13	5%		5		5	103	8 950
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		12	-3		9		5%		4	4	92	760 14
13	NY-212/ Verizon Exit Dwy																								
	SR ST SL																								8
	WR WT WL	12%		4		4	5%		1		1	12%		13				13	5%		5		5	103	950
	NR NT NL																								
	ER ET EL		12%		16	16		5%		1	1		12%		12	-3		9		5%		4	4	92	763 1
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR ST SL																								2 4 2
	WR WT WL	7%		2		2	3%		1		1	7%		8				8	3%		3		3	60	2 599 65
	NR NT NL	5%		2		2	2%		1		1	5%		5				5	2%		2		2	43	70 3 348
	ER ET EL		5% 7%		7 10	7 10		2% 3%		0 0	0 0		5% 7%		5 7	-1 -2		4 5		2% 3%		1 2	1 2	39 53	213 544 7
15	NY-212/ Mobil Dwy																								
	SR ST SL																								
	WR WT WL	7%		2		2	3%		1		1	7%		8				8	3%		3		3	60	658 12
	NR NT NL																								12 9
	ER ET EL		7%		10	10		3%		0	0		7%		7	-2		5		3%		2	2	53	3 613

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PROJECT: Winston Farm
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SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 72			
16	NY-212/ Big Lots Dwy																								
	SR																								115
	ST																								
	SL																								66
	WR																								102
	WT	7%		2		2	3%		1		1	7%		8				8	3%		3		3	60	554
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		7%		10	10		3%		0	0		7%		7	-2		5		3%		2	2	53	519
	EL																								106
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								1
	ST																								
	SL																								1
	WR																								2
	WT	7%		2		2	3%		1		1	7%		8				8	3%		3		3	60	652
	WL																								32
	NR																								69
	NT																								
	NL																								3
	ER																								5
	ET		7%		10	10		3%		0	0		7%		7	-2		5		3%		2	2	53	580
	EL																								
18	NY-212/ Market St																								
	SR	2%		1		1						2%		2				2						16	148
	ST																								82
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								93
	NT																								
	NL	5%		2		2	3%		1		1	5%		5				5	3%		3		3	44	377
	ER		5%		7	7		3%		0	0		5%		5	-1		4		3%		2	2	40	333
	ET																								
	EL		2%		3	3							2%		2	-1		1						13	128
19	Main St/ Market St																								
	SR																								139
	ST																								7
	SL		5%		7	7		3%		0	0		5%		5	-1		4		3%		2	2	40	262
	WR	5%		2		2	3%		1		1	5%		5				5	3%		3		3	44	267
	WT																								40
	WL																								9
	NR																								
	NT																								
	NL																								
	ER																								9
	ET																								47
	EL																								223
20	Main St/ Partition St																								
	SR																								10
	ST																								65
	SL																								2
	WR																								7
	WT																								142
	WL																								107
	NR																								82
	NT																								58
	NL	5%		2		2	3%		1		1	5%		5				5	3%		3		3	44	165
	ER		5%		7	7		3%		0	0		5%		5			5		3%		2	2	42	184
	ET															-1		-1						-2	106
	EL																								20

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 72			
21	NY-32/																								
	I-87 SB Ramp/Augusta Savage Rd																								
	SR	25%		8		8	10%		3		3													213	215
	ST												55%		54	-4	29	79		50%		36	36	93	361
	SL												20%		20		14	34		40%		29	29	47	237
	WR											30%		32			17	49	40%		40		40	87	113
	WT	30%		9		9	40%		10		10													295	296
	WL																							-13	158
	NR											45%		49			34	83	50%		50		50	-7	96
	NT																							83	799
	NL	22%		7		7	20%		5		5													316	324
	ER		32%		44	44		20%		3	3													339	339
	ET		20%		27	27		40%		6	6													225	225
	EL		25%		34	34		10%		2	2													224	225
22	NY-32/																								
	Old Rte 32																								
	SR																								
	ST	25%		8		8	10%		3		3		75%		74	-4	43	113		90%		65	65	353	805
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		34	34		10%		2	2	75%		81			51	132	90%		90		90	394	1123
	NL																								14
	ER																								9
	ET																								
	EL																								
23	NY-32/																								
	Proposed Driveway																								
	SR											25%		27		27		54	10%		10		10	64	64
	ST	25%		8		8	10%		3		3					-27		-27						149	601
	SL																								
	WR																								
	WT																								
	WL																								
	NR															-44		-44						128	857
	NT		25%		34	34		10%		2	2					44		176	90%		90		90	266	266
	NL											75%		81			51								
	ER												75%		74	23	43	140		90%		65	65	204	204
	ET																								
	EL												25%		25	38		63		10%		7	7	70	70
24	NY-32/																								
	Mower Mill Rd																								
	SR																								1
	ST	25%		8		8	10%		3		3	25%		27				27	10%		10		10	213	660
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		34	34		10%		2	2		25%		25	-6		19		10%		7	7	198	923
	NL																								4
	ER																								5
	ET																								
	EL																								
25	NY-32/																								
	Hommelville Rd/Peoples Rd																								
	SR																								1
	ST	20%		6		6	8%		2		2	20%		22				22	8%		8		8	170	597
	SL																								45
	WR																								53
	WT																								4
	WL	5%		2		2	2%		1		1	5%		5				5	2%		2		2	43	52
	NR		5%		7	7		2%		0	0		5%		5			5		2%		1	1	41	56
	NT		20%		27	27		8%		1	1		20%		20	-6		14		8%		6	6	157	848
	NL																								19
	ER																								12
	ET																								5
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Friday Evening Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 137		Enter Dist. %	Exit Dist. %	Trips IN 25	Trips OUT 16		Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 98				Enter Dist. %	Exit Dist. %	Trips IN 100	Trips OUT 72			
26	NY-32/ Old Kings Hwy																								
	SR																								484
	ST	15%		5		5	5%		1		1	15%		16				16	5%		5		5	113	
	SL																								1
	WR																								
	WT																								
	WL	5%		2		2	3%		1		1	5%		5				5	3%		3		3	57	159
	NR		5%		7	7		3%		0	0		5%		5	-1		4		3%		2	2	50	193
	NT		15%		21	21		5%		1	1		15%		15	-5		10		5%		4	4	107	709
	NL																								
	ER																								
	ET																								
	EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR																								480
	ST	15%		5		5	5%		1		1	15%		16				16	5%		5		5	113	
	SL																								34
	WR																								57
	WT																								2
	WL																								1
	NR																								
	NT		15%		21	21		5%		1	1		15%		15	-5		10		5%		4	4	107	703
	NL																								5
	ER																								3
	ET																								1
	EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR																								47
	ST																								8
	SL																								
	WR																								2
	WT																								
	WL																							5	10
	NR																							8	20
	NT																								58
	NL																								
	ER																								
	ET																								
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 466	Trips OUT 410				Enter Dist. %	Exit Dist. %	Trips IN 187	Trips OUT 218		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 44	
1	NY-212/ Blue Mountain Rd																							
	SR	25	25	27			27									3%		7	7					
	ST																							
	SL	85	85	93			93																	
	WR	81	81	88			88																	
	WT	153	153	167	4		171		10%		41	-1	-1	39		15%		33	33		5%		2	2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	172	172	187	4		191	10%		47				47	15%		28		28	5%		3		3
	EL	18	18	20			20								3%		6		6					
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	261	276	300	4		304		10%		41	-1	-1	39		15%		33	33		5%		2	2
	WL	13	14	15			15		3%		12			12										
	NR	12	12	13			13	3%		14				14										
	NT																							
	NL	13	13	14			14																	
	ER	15	15	16			16																	
	ET	283	283	308	4		312	10%		47				47	15%		28		28	5%		3		3
	EL																							
3	NY-212/ Proposed Easterly Driveway																							
	SR								13%		53	12		65		15%		33	33		5%		2	2
	ST																							
	SL								10%		41	11	25	77		12%		26	26		25%		11	11
	WR							10%		47		14	29	90	12%		22		22	25%		13		13
	WT	274	290	316	4		320					-15	-1	-16										
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	295	295	321	4		325					-13		-13										
	EL							13%		61		13		74	15%		28		28	5%		3		3
4	NY-212/ NY-32/Speedway Dwy																							
	SR	60	60	65			65					-1	14	13										
	ST	26	26	28			28																	
	SL	267	278	303	10	14	327		32%		131	-2	111	240		25%		55	55		20%		9	9
	WR	339	422	459	10	1	470	22%		103			130	233	20%		37		37	20%		10		10
	WT	201	251	273	4		277	10%		47			14	61	12%		22		22	25%		13		13
	WL	3	3	3			3																	
	NR	6	6	7			7																	
	NT	25	25	27			27																	
	NL	4	4	4			4																	
	ER	6	6	7			7																	
	ET	218	227	247	4		251		10%		41	-2	15	54		12%		26	26		25%		11	11
	EL	46	46	50			50						10	10										
5	NY-212/ Churchland Ln																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	562	712	775	14	1	790	32%		149			144	293	32%		60		60	45%		23		23
	WL	13	16	17			17																	
	NR	10	10	11			11																	
	NT																							
	NL	4	4	4			4																	
	ER	8	8	9			9																	
	ET	523	543	591	14	14	619		42%		172	-4	126	294		37%		81	81		45%		20	20
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South Enter Dist. %	Commercial South Exit Dist. %	Commercial South Trips IN 466	Commercial South Trips OUT 410	Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South Enter Dist. %	Residential South Exit Dist. %	Residential South Trips IN 187	Residential South Trips OUT 218	Residential South Site Trips	Hotel South Enter Dist. %	Hotel South Exit Dist. %	Hotel South Trips IN 50	Hotel South Trips OUT 44	Hotel South Site Trips
6	NY-212/ Saugetries Manor Rd																							
	SR	2	2	2			2																	
	ST																							
	SL	4	4	4			4																	
	WR	3	3	3			3																	
	WT	725	726	790	14	1	805	32%		149			144	293	32%		60		60	45%		23		23
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	552	553	602	14	14	630		42%		172	-4	126	294		37%		81	81		45%		20	20
	EL																							
7	NY-212/ Stewart's Exit Dwy																							
	SR	54	54	59			59																	
	ST																							
	SL	3	3	3			3																	
	WR	1	1	1			1																	
	WT	675	675	735	14	1	750	32%		149			144	293	32%		60		60	45%		23		23
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	557	557	606	14	14	634		42%		172	-4	126	294		37%		81	81		45%		20	20
	EL																							
8	NY-212/ Stewart's Enter Dwy																							
	SR	2	2	2			2																	
	ST																							
	SL																							
	WR	37	37	40			40																	
	WT	674	674	734	14	1	749	32%		149			144	293	32%		60		60	45%		23		23
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	551	551	600	14	14	628		42%		172	-4	126	294		37%		81	81		45%		20	20
	EL	9	9	10			10																	
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																							
	SR	27	52	57			57																	
	ST	7	7	8			8																	
	SL	39	39	42			42																	
	WR	51	60	65			65																	
	WT	402	488	531	14	1	546	12%		56				56	12%		22		22	5%		3		3
	WL	58	67	73	7	2	82																	
	NR	62	64	70	7	14	91																	
	NT	7	7	8			8																	
	NL	77	171	186			186	20%		93			144	237	20%		37		37	40%		20		20
	ER	43	44	48			48		30%		123		127	250		25%		55	55		40%		18	18
	ET	469	486	529	14	14	557		12%		49	-4	-1	44		12%		26	26		5%		2	2
	EL	21	21	23			23																	
10	NY-212/ Pizza Star Exit Dwy																							
	SR	7	7	8			8																	
	ST																							
	SL	3	3	3			3																	
	WR																							
	WT	590	608	662	21	3	686	12%		56				56	12%		22		22	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	563	589	641	21	28	690		12%		49	-4	-1	44		12%		26	26		5%		2	2
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 466	Trips OUT 410				Enter Dist. %	Exit Dist. %	Trips IN 187	Trips OUT 218		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 44	
11	NY-212/ Pizza Star Dwy																							
	SR																							
	ST																							
	SL	1	1	1			1																	
	WR	10	10	11			11																	
	WT	590	608	662	21	3	686	12%		56				56	12%		22		22	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	561	587	639	21	28	688		12%		49	-4	-1	44		12%		26	26		5%		2	2
	EL	5	5	5			5																	
12	NY-212/ Tomsons Rd																							
	SR	18	19	21			21																	
	ST																							
	SL	4	4	4			4																	
	WR	1	1	1			1																	
	WT	556	599	652	21	3	676	12%		56				56	12%		22		22	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	572	577	628	21	28	677		12%		49	-4	-1	44		12%		26	26		5%		2	2
	EL	11	11	12			12																	
13	NY-212/ Verizon Exit Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT				21	3	24	12%		56				56	12%		22		22	5%		3		3
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET				21	28	49		12%		49	-4	-1	44		12%		26	26		5%		2	2
	EL																							
14	NY-212/ Kings Hwy/Buns Burger Dwy																							
	SR	2	2	2			2																	
	ST																							
	SL	3	3	3			3																	
	WR	1	1	1			1																	
	WT	347	452	492	21		513	7%		33				33	7%		13		13	3%		2		2
	WL	49	59	64			64																	
	NR	45	45	49			49																	
	NT																							
	NL	142	146	159		3	162	5%		23				23	5%		9		9	2%		1		1
	ER	164	171	186		28	214		5%		21	-1		20		5%		11	11		2%		1	1
	ET	387	404	440	21		461		7%		29	-3	-1	25		7%		15	15		3%		1	1
	EL	6	6	7			7																	
15	NY-212/ Mobil Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	478	509	554	21		575	7%		33				33	7%		13		13	3%		2		2
	WL	15	15	16			16																	
	NR	11	11	12			12																	
	NT																							
	NL	3	3	3			3																	
	ER	2	2	2			2																	
	ET	403	450	490	21		511		7%		29	-3	-1	25		7%		15	15		3%		1	1
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 466	Trips OUT 410				Enter Dist. %	Exit Dist. %	Trips IN 187	Trips OUT 218		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 44	
16	NY-212/ Big Lots Dwy																							
	SR	64	70	76			76																	
	ST																							
	SL	46	46	50			50																	
	WR	75	75	82			82																	
	WT	429	454	494	21		515	7%		33				33	7%		13		13	3%		2		2
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	367	409	445	21		466		7%		29	-3	-1	25		7%		15	15		3%		1	1
	EL	46	52	57			57																	
17	NY-212/ Abbotts Ct/Railroad Ave																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	497	525	571	21		592	7%		33				33	7%		13		13	3%		2		2
	WL	17	17	19			19																	
	NR	36	36	39			39																	
	NT																							
	NL	4	4	4			4																	
	ER	3	3	3			3																	
	ET	413	452	492	21		513		7%		29	-3	-1	25		7%		15	15		3%		1	1
	EL																							
18	NY-212/ Market St																							
	SR	84	84	91			91	2%		9				9	2%		4		4					
	ST	67	67	73			73																	
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	72	81	88			88																	
	NL	237	267	291	21		312	5%		23				23	5%		9		9	3%		2		2
	ER	280	280	305	21		326		5%		21	-2	-1	18		5%		11	11		3%		1	1
	ET																							
	EL	80	80	87			87		2%		8	-1		7		2%		4	4					
19	Main St/ Market St																							
	SR	112	112	122			122					-1		-1										
	ST	10	10	11			11																	
	SL	211	211	230	21		251		5%		21	-1	-1	19		5%		11	11		3%		1	1
	WR	195	196	213	21		234	5%		23				23	5%		9		9	3%		2		2
	WT	30	30	33			33																	
	WL	1	1	1			1																	
	NR																							
	NT																							
	NL																							
	ER	6	6	7			7																	
	ET	29	29	32			32																	
	EL	167	167	182			182																	
20	Main St/ Partition St																							
	SR	25	25	27			27																	
	ST	46	46	50			50																	
	SL	4	4	4			4																	
	WR	8	8	9			9																	
	WT	111	111	121			121																	
	WL	93	93	101	5		106																	
	NR	78	78	85	5		90																	
	NT	65	65	71			71																	
	NL	91	91	99	21		120	5%		23				23	5%		9		9	3%		2		2
	ER	133	140	152	21		173		5%		21	-1	-1	19		5%		11	11		3%		1	1
	ET	83	87	95			95																	
	EL	13	13	14			14																	

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5						6	5			6	5				6
				Num of yrs																			
				17																			
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 466	Trips OUT 410				Enter Dist. %	Exit Dist. %	Trips IN 187	Trips OUT 218		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 44	
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																						
	SR	2	2	2			2	25%		117		34		151	25%		47		47	10%		5		5
	ST	243	400	435	3		438					-22		-22										
	SL	129	212	231			231					-12		-12										
	WR	26	30	33			33					-3		-3										
	WT	3	3	3			3	30%		140		14	85	239	25%		47		47	40%		20		20
	WL	85	85	93	7	14	114					-11		-11										
	NR	75	75	82	7	1	90					-10		-10										
	NT	296	336	366	3		369					-43		-43										
	NL	4	4	4			4	22%		103		53	140	296	20%		37		37	20%		10		10
	ER	2	2	2			2		32%		131	30	125	286		25%		55	55		20%		9	9
	ET	1	1	1			1		20%		82	12	75	169		20%		44	44		40%		18	18
	EL	1	1	1			1		25%		103	47		150		25%		55	55		10%		4	4
22	NY-32/ Old Rte 32																							
	SR	3	3	3			3																	
	ST	602	609	663	3		666	25%		117				117	25%		47		47	10%		5		5
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	352	363	395	3		398		25%		103	1		104		25%		55	55		10%		4	4
	NL	4	4	4			4																	
	ER	5	5	5			5																	
	ET																							
	EL																							
23	NY-32/ Proposed Driveway																							
	SR																							
	ST	605	612	666	3		669	25%		117				117	25%		47		47	10%		5		5
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	352	363	395	3		398		25%		103	1		104		25%		55	55		10%		4	4
	NL																							
	ER																							
	ET																							
	EL																							
24	NY-32/ Mower Mill Rd																							
	SR																							
	ST	609	612	666	3		669	25%		117				117	25%		47		47	10%		5		5
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	349	361	393	3		396		25%		103	1		104		25%		55	55		10%		4	4
	NL	2	2	2			2																	
	ER																							
	ET																							
	EL																							
25	NY-32/ Hommelville Rd/Peoples Rd																							
	SR	1	1	1			1																	
	ST	330	595	648	3		651	20%		93				93	20%		37		37	8%		4		4
	SL	29	52	57			57																	
	WR	21	26	28			28																	
	WT	3	3	3			3																	
	WL	12	12	13			13	5%		23				23	5%		9		9	2%		1		1
	NR	16	16	17			17		5%		21			21		5%		11	11		2%		1	1
	NT	271	335	365	3		368		20%		82	1		83		20%		44	44		8%		4	4
	NL	10	10	11			11																	
	ER	5	5	5			5																	
	ET	10	10	11			11																	
	EL	1	1	1			1																	

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:		3	3	4				5						6	5				6	5				6
				Num of yrs																				
				17																				
LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Balanced Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips
								Enter Dist. %	Exit Dist. %	Trips IN 466	Trips OUT 410				Enter Dist. %	Exit Dist. %	Trips IN 187	Trips OUT 218		Enter Dist. %	Exit Dist. %	Trips IN 50	Trips OUT 44	
26	NY-32/ Old Kings Hwy																							
	SR																							
	ST	581	591	643	3		646	15%		70				70	10%		19		19	5%		3		3
	SL	3	3	3			3																	
	WR																							
	WT																							
	WL	57	57	62			62	5%		23				23	10%		19		19	3%		2		2
	NR	66	66	72			72		5%		21			21		10%		22	22		3%		1	1
	NT	293	296	322	3		325		15%		62	1		63		10%		22	22		5%		2	2
	NL																							
	ER																							
	ET																							
	EL																							
27	NY-32/ Old Rte 32/Malden Tkp																							
	SR																							
	ST	593	593	645	3		648	15%		70				70	10%		19		19	5%		3		3
	SL	32	32	35			35																	
	WR	35	35	38			38																	
	WT	1	1	1			1																	
	WL																							
	NR																							
	NT	294	294	320	3		323		15%		62	1		63		10%		22	22		5%		2	2
	NL	2	2	2			2																	
	ER	1	1	1			1																	
	ET																							
	EL																							
28	Harry Wells Rd/ Buffalo Rd																							
	SR																							
	ST	42	42	46			46																	
	SL	2	2	2			2																	
	WR	1	1	1			1																	
	WT																							
	WL	7	7	8			8									3%		7	7					
	NR	12	12	13			13								3%		6		6					
	NT	43	43	47			47																	
	NL																							
	ER																							
	ET																							
	EL																							

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 13	Trips OUT 13		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 112				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
1	NY-212/ Blue Mountain Rd																								
	SR																						7	34
	ST																							
	SL																							93
	WR																							88
	WT		10%		1	1		5%		1	1		10%		11		1	12		5%		5	5	93	264
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	10%		1		1	5%		2		2	10%		12				12	5%		4		4	97	288
	EL																						6	26
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT		10%		1	1		5%		1	1		10%		11		1	12		5%		5	5	93	397
	WL		3%		0	0							3%		3			3						16	31
	NR	3%		0		0						3%		4				4						18	31
	NT																								
	NL																								14
	ER																								16
	ET	10%		1		1	5%		2		2	10%		12				12	5%		4		4	97	409
	EL																								
3	NY-212/ Proposed Easterly Driveway																							
	SR		13%		2	2		5%		1	1												103	103
	ST																							
	SL		10%		1	1		25%		6	6												121	121
	WR	10%		1		1	25%		10		10												136	136
	WT												13%		15		1	16		5%		5	5	4	324
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET											13%		16				16	5%		4		4	7	332
	EL	13%		2		2	5%		2		2													108	108
4	NY-212/ NY-32/Speedway Dwy																								
	SR												13%		15		3	18		5%		5	5	35	100
	ST																								28
	SL		32%		4	4		20%		5	5		42%		47	-2	26	71		45%		43	43	426	753
	WR	22%		3		3	20%		8		8	32%		39			25	64	45%		40		40	394	864
	WT	10%		1		1	25%		10		10						-2	-2						105	382
	WL																								3
	NR																								7
	NT																								27
	NL																								4
	ER																								7
	ET		10%		1	1		25%		6	6						-2	-2					96	347
	EL											13%		16			2	18	5%		4		4	32	82
5	NY-212/ Churchland Ln																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	32%		4		4	45%		18		18	32%		39			23	62	45%		40		40	499	1289
	WL																								17
	NR																								11
	NT																								
	NL																								4
	ER																								9
	ET		42%		5	5		45%		11	11		42%		47	-2	24	69		45%		43	43	523	1142
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 13	Trips OUT 13		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 112				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
6	NY-212/ Saugetries Manor Rd																								
	SR																								2
	ST																								
	SL																								4
	WR																								3
	WT	32%		4		4	45%		18		18	32%		39			23	62	45%		40		40	499	1304
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		5	5		45%		11	11		42%		47	-2	24	69		45%		43	43	523	1153
	EL																								
7	NY-212/ Stewart's Exit Dwy																								
	SR																								59
	ST																								
	SL																								3
	WR																								1
	WT	32%		4		4	45%		18		18	32%		39			23	62	45%		40		40	499	1249
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		5	5		45%		11	11		42%		47	-2	24	69		45%		43	43	523	1157
	EL																								
8	NY-212/ Stewart's Enter Dwy																								
	SR																								2
	ST																								
	SL																								
	WR																								40
	WT	32%		4		4	45%		18		18	32%		39			23	62	45%		40		40	499	1248
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		42%		5	5		45%		11	11		42%		47	-2	24	69		45%		43	43	523	1151
	EL																								10
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																								
	SR																								57
	ST																								8
	SL																								42
	WR																								65
	WT	12%		2		2	5%		2		2	12%		15				15	5%		4		4	103	649
	WL																								82
	NR																								91
	NT																								8
	NL	20%		3		3	40%		16		16	20%		24			23	47	40%		35		35	396	582
	ER		30%		4	4		40%		10	10		30%		34		24	58		40%		38	38	431	479
	ET		12%		2	2		5%		1	1		12%		13	-2		11		5%		5	5	92	649
	EL																								23
10	NY-212/ Pizza Star Exit Dwy																								
	SR																								8
	ST																								
	SL																								3
	WR																								
	WT	12%		2		2	5%		2		2	12%		15				15	5%		4		4	103	789
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		12%		2	2		5%		1	1		12%		13	-2		11		5%		5	5	92	782
	EL																								

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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 13	Trips OUT 13		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 112				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
11	NY-212/ Pizza Star Dwy																								
	SR																								1
	ST																								
	SL																								
	WR																								11
	WT	12%		2		2	5%		2		2	12%		15				15	5%		4		4	103	789
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								780
	ET		12%		2	2		5%		1	1		12%		13	-2		11		5%		5	5	92	5
	EL																								
12	NY-212/ Tomsons Rd																								
	SR																								21
	ST																								
	SL																								4
	WR																								1
	WT	12%		2		2	5%		2		2	12%		15				15	5%		4		4	103	779
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								769
	ET		12%		2	2		5%		1	1		12%		13	-2		11		5%		5	5	92	12
	EL																								
13	NY-212/ Verizon Exit Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	12%		2		2	5%		2		2	12%		15				15	5%		4		4	103	127
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		12%		2	2		5%		1	1		12%		13	-2		11		5%		5	5	92	141
	EL																								
14	NY-212/ Kings Hwy/Buns Burger Dwy																								
	SR																								2
	ST																								
	SL																								3
	WR																								1
	WT	7%		1		1	3%		1		1	7%		9				9	3%		3		3	61	574
	WL																								64
	NR																								49
	NT																								
	NL	5%		1		1	2%		1		1	5%		6				6	2%		2		2	43	205
	ER		5%		1	1		2%		0	0		5%		6	-1		5		2%		2	2	39	253
	ET		7%		1	1		3%		1	1		7%		8	-1		7		3%		3	3	53	514
	EL																								7
15	NY-212/ Mobil Dwy																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	7%		1		1	3%		1		1	7%		9				9	3%		3		3	61	636
	WL																								16
	NR																								12
	NT																								
	NL																								3
	ER																								2
	ET		7%		1	1		3%		1	1		7%		8	-1		7		3%		3	3	53	564
	EL																								

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 13	Trips OUT 13		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 112				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
16	NY-212/ Big Lots Dwy																								
	SR																								76
	ST																								
	SL																								50
	WR																								82
	WT	7%		1		1	3%		1		1	7%		9				9	3%		3		3	61	576
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET		7%		1	1		3%		1	1		7%		8	-1		7		3%		3	3	53	519
	EL																								57
17	NY-212/ Abbotts Ct/Railroad Ave																								
	SR																								
	ST																								
	SL																								
	WR																								
	WT	7%		1		1	3%		1		1	7%		9				9	3%		3		3	61	653
	WL																								19
	NR																								39
	NT																								
	NL																								4
	ER																								3
	ET		7%		1	1		3%		1	1		7%		8	-1		7		3%		3	3	53	566
	EL																								
18	NY-212/ Market St																								
	SR	2%		0		0						2%		2				2						16	107
	ST																								73
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT																								88
	NL	5%		1		1	3%		1		1	5%		6				6	3%		3		3	45	357
	ER		5%		1	1		3%		1	1		5%		6	-1		5		3%		3	3	39	365
	ET																								
	EL		2%		0	0							2%		2			2						14	101
19	Main St/ Market St																								
	SR																								-1
	ST																								121
	SL		5%		1	1		3%		1	1		5%		6	-1		5		3%		3	3	40	11
	WR	5%		1		1	3%		1		1	5%		6				6	3%		3		3	45	291
	WT																								279
	WL																								33
	NR																								1
	NT																								
	NL																								
	ER																								7
	ET																								32
	EL																								182
20	Main St/ Partition St																								
	SR																								27
	ST																								50
	SL																								4
	WR																								9
	WT																								121
	WL																								106
	NR																								90
	NT																								71
	NL	5%		1		1	3%		1		1	5%		6				6	3%		3		3	45	165
	ER		5%		1	1		3%		1	1		5%		6	-1		5		3%		3	3	40	213
	ET																								95
	EL																								14

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number:	5	6	5	6	5	6	5	6	7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 13	Trips OUT 13		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 112				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																								
	SR	25%		3		3	10%		4		4													210	212
	ST												55%		62	-2	29	89		50%		48	48	114	552
	SL												20%		22	-1	13	34		40%		38	38	60	291
	WR											30%		37			14	51	40%		35		35	83	116
	WT	30%		4		4	40%		16		16													325	328
	WL																							-11	103
	NR																							-10	80
	NT											45%		55			27	82	50%		44		44	83	452
	NL	22%		3		3	20%		8		8													354	358
	ER		32%		4	4		20%		5	5													358	360
	ET		20%		3	3		40%		10	10													242	243
	EL		25%		3	3		10%		2	2													214	215
22	NY-32/ Old Rte 32																								
	SR																								3
	ST	25%		3		3	10%		4		4		75%		84	-3	42	123		90%		86	86	384	1050
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								778
	NT		25%		3	3		10%		2	2	75%		92			41	133	90%		79		79	380	4
	NL																								
	ER																								5
	ET																								
	EL																								
23	NY-32/ Proposed Driveway																								
	SR											25%		31		31		62	10%		9		9	70	70
	ST	25%		3		3	10%		4		4					-31		-31						145	814
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		3	3		10%		2	2					-49		-49						119	517
	NL											75%		92		49	41	182	90%		79		79	261	261
	ER												75%		84	28	42	154		90%		86	86	240	240
	ET																								
	EL												25%		28	46		74		10%		10	10	84	84
24	NY-32/ Mower Mill Rd																								
	SR																								
	ST	25%		3		3	10%		4		4	25%		31				31	10%		9		9	215	884
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT		25%		3	3		10%		2	2		25%		28	-3		25		10%		10	10	203	599
	NL																								2
	ER																								
	ET																								
	EL																								
25	NY-32/ Hommelville Rd/Peoples Rd																								
	SR																								1
	ST	20%		3		3	8%		3		3	20%		24				24	8%		7		7	172	823
	SL																								57
	WR																								28
	WT																								3
	WL	5%		1		1	2%		1		1	5%		6				6	2%		2		2	43	56
	NR		5%		1	1		2%		0	0		5%		6			6		2%		2	2	41	58
	NT		20%		3	3		8%		2	2		20%		22	-3		19		8%		8	8	162	530
	NL																								11
	ER																								5
	ET																								11
	EL																								1

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Saturday Midday Peak

Figure Number: 5 6 5 6 5 6 5 6 7H

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South				GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Enter Dist. %	Exit Dist. %	Trips IN 13	Trips OUT 13		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 112				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
26	NY-32/ Old Kings Hwy																								
	SR																								
	ST	15%		2		2	5%		2		2	15%		18				18	5%		4		4	118	764
	SL																								3
	WR																								
	WT																								
	WL	5%		1		1	3%		1		1	5%		6				6	3%		3		3	54	116
	NR		5%		1	1		3%		1	1		5%		6	-1		5		3%		3	3	52	124
	NT		15%		2	2		5%		1	1		15%		17	-2		15		5%		5	5	109	434
	NL																								
	ER																								
	ET																								
	EL																								
27	NY-32/ Old Rte 32/Malden Tkp																								
	SR																								
	ST	15%		2		2	5%		2		2	15%		18				18	5%		4		4	118	766
	SL																								35
	WR																								38
	WT																								1
	WL																								
	NR																								
	NT		15%		2	2		5%		1	1		15%		17	-2		15		5%		5	5	109	432
	NL																								2
	ER																								1
	ET																								
	EL																								
28	Harry Wells Rd/ Buffalo Rd																								
	SR																								
	ST																								46
	SL																								2
	WR																								1
	WT																								
	WL																							7	15
	NR																							6	19
	NT																								47
	NL																								
	ER																								
	ET																								
	EL																								

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Sunday Midday Peak

Winston
Town of
Reasona
Sunday

Figure Number: 3 | 3A | 3A | 4 | 5 | 6 | 5 | 6 | 5 | 6 | 5

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips	Ge
									Enter Dist. %	Exit Dist. %	Trips IN 206	Trips OUT 194				Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 225		Enter Dist. %	Exit Dist. %	Trips IN 34	Trips OUT 40		Enter Dist. %
1	NY-212/ Blue Mountain Rd																									
	SR	28	29	29	31			31									3%		7	7						
	ST																									
	SL	88	90	90	98			98																		
	WR	77	79	79	85			85																		
	WT	117	119	119	130	3		133		10%		19	-1		18		15%		34	34		5%		2	2	
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	154	157	157	171	3		174	10%		21				21	15%		29		29	5%		2		2	10%
	EL	31	32	32	34			34								3%		6		6						
2	NY-212/ Churchland Rd																									
	SR																									
	ST																									
	SL																									
	WR																									
	WT	223	227	227	248	3		251		10%		19	-1		18		15%		34	34		5%		2	2	
	WL	10	10	10	11			11		3%		6			6											
	NR	9	9	9	10			10	3%		6				6											3%
	NT																									
	NL	16	16	16	18			18																		
	ER	13	13	13	14			14																		
	ET	255	260	260	283	3		286	10%		21				21	15%		29		29	5%		2		2	10%
	EL																									
3	NY-212/ Proposed Easterly Driveway																									
	SR									13%		25	7		32		15%		34	34		5%		2	2	
	ST																									
	SL									10%		19	7		26		12%		27	27		25%		10	10	
	WR								10%		21		8		29	12%		23		23	25%		9		9	10%
	WT	233	238	238	259	3		262					-8		-8											
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	264	269	269	293	3		296					-7		-7											
	EL								13%		27		7		34	15%		29		29	5%		2		2	13%
4	NY-212/ NY-32/Speedway Dwy																									
	SR	48	49	49	53			53					1	6	7											
	ST	31	32	32	34			34																		
	SL	290	296	297	323	9	14	346		32%		62	3	46	111		25%		56	56		20%		8	8	
	WR	408	416	420	457	9	1	467	22%		45			50	95	20%		39		39	20%		7		7	22%
	WT	161	164	164	179	3		182	10%		21			5	26	12%		23		23	25%		9		9	10%
	WL	10	10	10	11			11																		
	NR	4	4	4	4			4																		
	NT	33	34	34	37			37																		
	NL	3	3	3	3			3																		
	ER	6	6	6	7			7																		
	ET	208	212	212	231	3		234		10%		19		6	25		12%		27	27		25%		10	10	
	EL	38	39	40	44			44						4	4											
5	NY-212/ Churchland Ln																									
	SR																									
	ST																									
	SL																									
	WR																									
	WT	598	610	610	664	12	1	677	32%		66			55	121	32%		62		62	45%		15		15	32%
	WL	11	11	11	12			12																		
	NR	17	17	17	19			19																		
	NT																									
	NL	1	1	1	1			1																		
	ER	2	2	2	2			2																		
	ET	538	549	551	600	12	14	626		42%		81	3	52	136		37%		83	83		45%		18	18	
	EL																									

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Sunday Midday Peak

Winston
Town of
Reasona
Sunday

Figure Number: 3 | 3A | 3A | 4 | 5 | 6 | 5 | 6 | 5 | 6 | 5

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips	Ge
									Enter Dist. %	Exit Dist. %	Trips IN 206	Trips OUT 194				Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 225		Enter Dist. %	Exit Dist. %	Trips IN 34	Trips OUT 40		Enter Dist. %
6	NY-212/ Saugetries Manor Rd																									
	SR																									
	ST																									
	SL	1	1	1	1			1																		
	WR	5	5	5	6			6																		
	WT	609	621	621	676	12	1	689	32%		66			55	121	32%		62		62	45%		15		15	32%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	557	568	568	618	12	14	644		42%		81	3	52	136		37%		83	83		45%		18	18	
	EL																									
7	NY-212/ Stewart's Exit Dwy																									
	SR	45	46	46	50			50																		
	ST																									
	SL	11	11	11	12			12																		
	WR																									
	WT	569	580	580	632	12	1	645	32%		66			55	121	32%		62		62	45%		15		15	32%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	539	550	568	618	12	14	644		42%		81	3	52	136		37%		83	83		45%		18	18	
	EL	1	1	1	1			1																		
8	NY-212/ Stewart's Enter Dwy																									
	SR																									
	ST																									
	SL																									
	WR	29	30	30	32			32																		
	WT	569	580	580	632	12	1	645	32%		66			55	121	32%		62		62	45%		15		15	32%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	550	561	579	630	12	14	656		42%		81	3	52	136		37%		83	83		45%		18	18	
	EL																									
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																									
	SR	50	51	51	56			56																		
	ST	5	5	5	6			6																		
	SL	46	47	47	51			51																		
	WR	49	50	50	54			54																		
	WT	411	419	420	457	12	1	470	12%		25				25	12%		23		23	5%		2		2	12%
	WL	50	51	51	56	6	2	64																		
	NR	48	49	50	54	6	14	74																		
	NT	12	12	12	13			13																		
	NL	136	139	139	151			151	20%		41			55	96	20%		39		39	40%		14		14	20%
	ER	64	65	67	73			73		30%		58		52	110		25%		56	56		40%		16	16	
	ET	433	442	457	497	12	14	523		12%		23	3		26		12%		27	27		5%		2	2	
	EL	53	54	55	60			60																		
10	NY-212/ Pizza Star Exit Dwy																									
	SR	3	3	3	3			3																		
	ST																									
	SL	4	4	4	4			4																		
	WR																									
	WT	501	511	518	564	18	3	585	12%		25				25	12%		23		23	5%		2		2	12%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	531	542	554	603	18	28	649		12%		23	3		26		12%		27	27		5%		2	2	
	EL																									

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Sunday Midday Peak

Winston
Town of
Reasona
Sunday

Figure Number: 3 3A 3A 4 5 6 5 6 5 6 5

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips	Ge
									Enter Dist. %	Exit Dist. %	Trips IN 206	Trips OUT 194				Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 225		Enter Dist. %	Exit Dist. %	Trips IN 34	Trips OUT 40		Enter Dist. %
11	NY-212/ Pizza Star Dwy																									
	SR																									
	ST																									
	SL																									
	WR	4	4	4	4			4																		
	WT	501	511	518	564	18	3	585	12%		25				25	12%		23		23	5%		2		2	12%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	527	538	554	603	18	28	649		12%		23	3		26		12%		27	27		5%		2	2	
	EL	4	4	4	4			4																		
12	NY-212/ Tomsons Rd																									
	SR	14	14	14	16			16																		
	ST																									
	SL	1	1	1	1			1																		
	WR	9	9	9	10			10																		
	WT	491	501	508	553	18	3	574	12%		25				25	12%		23		23	5%		2		2	12%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	517	527	544	592	18	28	638		12%		23	3		26		12%		27	27		5%		2	2	
	EL	10	10	10	11			11																		
13	NY-212/ Verizon Exit Dwy																									
	SR	8	8	8	9			9																		
	ST																									
	SL																									
	WR																									
	WT	493	503	509	554	18	3	575	12%		25				25	12%		23		23	5%		2		2	12%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	520	530	545	593	18	28	639		12%		23	3		26		12%		27	27		5%		2	2	
	EL																									
14	NY-212/ Kings Hwy/Buns Burger Dwy																									
	SR	2	2	2	2			2																		
	ST	1	1	1	1			1																		
	SL	3	3	3	3			3																		
	WR	5	5	5	6			6																		
	WT	349	356	361	393	18		411	7%		14				14	7%		14		14	3%		1		1	7%
	WL	42	43	43	47			47																		
	NR	41	42	42	46			46																		
	NT	1	1	1	1			1																		
	NL	142	145	146	159		3	162	5%		10				10	5%		10		10	2%		1		1	5%
	ER	154	157	161	175		28	203		5%		10	1		11		5%		11	11		2%		1	1	
	ET	355	362	373	406	18		424		7%		14	2		16		7%		16	16		3%		1	1	
	EL	11	11	11	12			12																		
15	NY-212/ Mobil Dwy																									
	SR																									
	ST																									
	SL																									
	WR																									
	WT	393	401	406	442	18		460	7%		14				14	7%		14		14	3%		1		1	7%
	WL	15	15	15	17			17																		
	NR	13	13	13	14			14																		
	NT																									
	NL	3	3	3	3			3																		
	ER	5	5	5	6			6																		
	ET	393	401	413	450	18		468		7%		14	2		16		7%		16	16		3%		1	1	
	EL																									

PASSERO
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PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Sunday Midday Peak

Winston
Town of
Reasona
Sunday

Figure Number: 3 | 3A | 3A | 4 | 5 | 6 | 5 | 6 | 5 | 6 | 5

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips	Ge
									Enter Dist. %	Exit Dist. %	Trips IN 206	Trips OUT 194				Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 225		Enter Dist. %	Exit Dist. %	Trips IN 34	Trips OUT 40		Enter Dist. %
16	NY-212/ Big Lots Dwy																									
	SR	83	85	85	92			92																		
	ST																									
	SL	43	44	44	48			48																		
	WR	69	70	70	77			77																		
	WT	324	330	336	366	18		384	7%		14				14	7%		14		14	3%		1		1	7%
	WL																									
	NR																									
	NT																									
	NL																									
	ER																									
	ET	335	342	351	382	18		400		7%		14	2		16		7%		16	16		3%		1	1	
	EL	73	74	75	82			82																		
17	NY-212/ Abbotts Ct/Railroad Ave																									
	SR	1	1	1	1			1																		
	ST																									
	SL	2	2	2	2			2																		
	WR																									
	WT	388	396	401	436	18		454	7%		14				14	7%		14		14	3%		1		1	7%
	WL	15	15	15	17			17																		
	NR	33	34	34	37			37																		
	NT																									
	NL	4	4	4	4			4																		
	ER	2	2	2	2			2																		
	ET	371	378	392	427	18		445		7%		14	2		16		7%		16	16		3%		1	1	
	EL	1	1	1	1			1																		
18	NY-212/ Market St																									
	SR	49	50	50	54			54	2%		4				4	2%		4		4						2%
	ST	51	52	52	57			57																		
	SL																									
	WR																									
	WT																									
	WL																									
	NR																									
	NT	45	46	46	50			50																		
	NL	277	283	283	308	18		326	5%		10				10	5%		10		10	3%		1		1	5%
	ER	251	256	256	279	18		297		5%		10	2		12		5%		11	11		3%		1	1	
	ET																									
	EL	49	50	50	54			54		2%		4			4		2%		5	5						
19	Main St/ Market St																									
	SR	104	106	106	115			115					1		1											
	ST	5	5	5	6			6																		
	SL	177	181	181	197	18		215		5%		10	1		11		5%		11	11		3%		1	1	
	WR	178	182	184	200	18		218	5%		10				10	5%		10		10	3%		1		1	5%
	WT	30	31	31	33			33																		
	WL	6	6	6	7			7																		
	NR																									
	NT																									
	NL																									
	ER	3	3	3	3			3																		
	ET	37	38	38	41			41																		
	EL	137	140	140	152			152																		
20	Main St/ Partition St																									
	SR	14	14	14	16			16																		
	ST	43	44	44	48			48																		
	SL	1	1	1	1			1																		
	WR	1	1	1	1			1																		
	WT	106	108	108	118			118																		
	WL	79	81	81	88	5		93																		
	NR	71	72	72	79	5		84																		
	NT	26	27	27	29			29																		
	NL	97	99	99	108	18		126	5%		10				10	5%		10		10	3%		1		1	5%
	ER	111	113	117	127	18		145		5%		10	1		11		5%		11	11		3%		1	1	
	ET	86	88	92	100			100																		
	EL	10	10	10	11			11																		

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Sunday Midday Peak

Winston
Town of
Reasona
Sunday

Figure Number: 3 3A 3A 4 5 6 5 6 5 6 5

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips	Ge
									Enter Dist. %	Exit Dist. %	Trips IN 206	Trips OUT 194				Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 225		Enter Dist. %	Exit Dist. %	Trips IN 34	Trips OUT 40		Enter Dist. %
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																									
	SR	4	4	4	4			4	25%		52		19		71	25%		49		49	10%		3		3	25%
	ST	255	260	266	290	3		293					-7		-7											
	SL	459	468	468	510			510					-12		-12											
	WR	10	10	10	11			11					-1		-1											
	WT	2	2	2	2			2	30%		62		8	32	102	25%		49		49	40%		14		14	30%
	WL	108	110	112	122	6	14	142					-7		-7											
	NR	145	148	148	161	6	1	168					-9		-9											
	NT	332	339	339	369	3		372					-21		-21											
	NL	7	7	7	8			8	22%		45		30	54	129	20%		39		39	20%		7		7	22%
	ER									32%		62	18	52	132		25%		56	56		20%		8	8	
	ET	1	1	1	1			1		20%		39	7	31	77		20%		45	45		40%		16	16	
	EL	1	1	1	1			1		25%		49	28		77		25%		56	56		10%		4	4	
22	NY-32/ Old Rte 32																									
	SR	1	1	1	1			1																		
	ST	697	711	733	798	3		801	25%		52				52	25%		49		49	10%		3		3	25%
	SL																									
	WR																									
	WT																									
	WL																									
	NR																									
	NT	337	344	346	377	3		380		25%		49	6		55		25%		56	56		10%		4	4	
	NL	4	4	4	4			4																		
	ER	5	5	5	6			6																		
	ET																									
	EL																									
23	NY-32/ Proposed Driveway																									
	SR																									
	ST	698	712	734	799	3		802	25%		52				52	25%		49		49	10%		3		3	25%
	SL																									
	WR																									
	WT																									
	WL																									
	NR																									
	NT	337	344	346	377	3		380		25%		49	6		55		25%		56	56		10%		4	4	
	NL	4	4	4	4			4																		
	ER																									
	ET																									
	EL																									
24	NY-32/ Mower Mill Rd																									
	SR	3	3	3	3			3																		
	ST	690	704	730	795	3		798	25%		52				52	25%		49		49	10%		3		3	25%
	SL																									
	WR																									
	WT																									
	WL																									
	NR																									
	NT	330	337	341	371	3		374		25%		49	6		55		25%		56	56		10%		4	4	
	NL	5	5	5	6			6																		
	ER	4	4	4	4			4																		
	ET																									
	EL	1	1	1	1			1																		
25	NY-32/ Hommelville Rd/Peoples Rd																									
	SR	1	1	1	1			1																		
	ST	683	697	717	780	3		783	20%		41				41	20%		39		39	8%		3		3	20%
	SL	32	33	33	36			36																		
	WR	23	23	23	26			26																		
	WT	3	3	3	3			3																		
	WL	8	8	8	9			9	5%		10				10	5%		10		10	2%		1		1	5%
	NR	7	7	7	8			8		5%		10			10		5%		11	11		2%		1	1	
	NT	312	318	326	355	3		358		20%		39	6		45		20%		45	45		8%		3	3	
	NL	9	9	9	10			10																		
	ER	8	8	8	9			9																		
	ET	3	3	3	3			3																		
	EL																									

PASSERO
engineering architecture

PROJECT: Winston Farm
LOCATION: Town of Saugerties, New York
SCENARIO: Reasonable Worst Case Scenario
PEAK HOUR: Sunday Midday Peak

Winston
Town of
Reasona
Sunday

Figure Number: 3 3A 3A 4 5 6 5 6 5 6 5

Num of yrs: 17

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing	2023 Adjusted Volumes	2023 Adjusted Volumes	2040 Bkgd Vol 0.50%	Glasco Apartments	Sherlilly	2040 Background Volumes	Commercial South				Pass-by Trips	Diverted Trips	Commercial South Site Trips	Residential South				Residential South Site Trips	Hotel South				Hotel South Site Trips	Ge
									Enter Dist. %	Exit Dist. %	Trips IN 206	Trips OUT 194				Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 225		Enter Dist. %	Exit Dist. %	Trips IN 34	Trips OUT 40		Enter Dist. %
26	NY-32/ Old Kings Hwy																									
	SR																									
	ST	659	672	687	748	3		751	15%		31				31	10%		20		20	5%		2		2	15%
	SL																									
	WR																									
	WT																									
	WL	62	63	64	70			70	5%		10				10	10%		20		20	3%		1		1	5%
	NR	53	54	56	61			61		5%		10	1		11		10%		23	23		3%		1	1	
	NT	276	282	293	319	3		322		15%		29	5		34		10%		23	23		5%		2	2	
	NL																									
	ER																									
	ET																									
	EL																									
27	NY-32/ Old Rte 32/Malden Tkp																									
	SR																									
	ST	659	672	687	748	3		751	15%		31				31	10%		20		20	5%		2		2	15%
	SL	42	43	43	47			47																		
	WR	31	32	32	34			34																		
	WT	1	1	1	1			1																		
	WL																									
	NR	2	2	2	2			2																		
	NT	273	278	289	315	3		318		15%		29	5		34		10%		23	23		5%		2	2	
	NL	2	2	2	2			2																		
	ER																									
	ET																									
	EL																									
28	Harry Wells Rd/ Buffalo Rd																									
	SR																									
	ST	33	34	34	37			37																		
	SL	3	3	3	3			3																		
	WR	2	2	2	2			2																		
	WT																									
	WL	5	5	5	6			6									3%		7	7						
	NR	8	8	8	9			9								3%		6		6						
	NT	28	29	29	31			31																		
	NL																									
	ER																									
	ET																									
	EL																									

PASSERO
engineering architecture

PROJECT: Farm
LOCATION: Saugerties, New York
SCENARIO: able Worst Case Scenario
PEAK HOUR: Midday Peak

Figure Number: 6 5 6 5 6 5 6 7I

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South			GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Exit Dist. %	Trips IN 124	Trips OUT 135		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 87	Trips OUT 90				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
1	NY-212/ Blue Mountain Rd																							
	SR																						7	38
	ST																							
	SL																							98
	WR																							85
	WT	10%		14	14		5%		1	1		10%		9		1	10		5%		5	5	84	217
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET		12		12	5%		2		2	10%		9				9	5%		4		4	79	253
	EL																						6	40
2	NY-212/ Churchland Rd																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT	10%		14	14		5%		1	1		10%		9		1	10		5%		5	5	84	335
	WL	3%		4	4							3%		3			3						13	24
	NR		4		4						3%		3				3						13	23
	NT																							
	NL																							18
	ER																							14
	ET		12		12	5%		2		2	10%		9				9	5%		4		4	79	365
	EL																							
3	NY-212/ Proposed Easterly Driveway																							
	SR	13%		18	18		5%		1	1													87	87
	ST																							
	SL	10%		14	14		25%		6	6													83	83
	WR		12		12	25%		10		10													83	83
	WT											13%		12		1	13		5%		5	5	9	271
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET										13%		11				11	5%		4		4	9	305
	EL		16		16	5%		2		2													83	83
4	NY-212/ NY-32/Speedway Dwy																							
	SR											13%		12		3	15		5%		5	5	26	79
	ST																							34
	SL	32%		43	43		20%		5	5		42%		38		26	64		45%		43	43	330	676
	WR		27		27	20%		8		8	32%		28			25	53	45%		40		40	269	736
	WT		12		12	25%		10		10						-2	-2						78	260
	WL																							11
	NR																							4
	NT																							37
	NL																							3
	ER																							7
	ET	10%		14	14		25%		6	6						-2	-2						80	314
	EL										13%		11			2	13	5%		4		4	22	66
5	NY-212/ Churchland Ln																							
	SR																							
	ST																							
	SL																							
	WR																							
	WT		40		40	45%		18		18	32%		28			23	51	45%		40		40	347	1024
	WL																							12
	NR																							19
	NT																							
	NL																							1
	ER																							2
	ET	42%		57	57		45%		11	11		42%		38		24	62		45%		43	43	410	1036
	EL																							

PASSERO
engineering architecture

PROJECT: Farm
LOCATION: Saugerties, New York
SCENARIO: able Worst Case Scenario
PEAK HOUR: Midday Peak

Figure Number: 6 5 6 5 6 5 6 7I

LOCATION NUMBER	INTERSECTION DESCRIPTION	eneral Light Industrial South			GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Exit Dist. %	Trips IN 124	Trips OUT 135		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 87	Trips OUT 90				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
6	NY-212/ Saugetries Manor Rd																							
	SR																							
	ST																							
	SL																							1
	WR																							6
	WT		40		40	45%		18		18	32%		28			23	51	45%		40		40	347	1036
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	42%		57	57		45%		11	11		42%		38		24	62		45%		43	43	410	1054
	EL																							
7	NY-212/ Stewart's Exit Dwy																							
	SR																							50
	ST																							
	SL																							12
	WR																							
	WT		40		40	45%		18		18	32%		28			23	51	45%		40		40	347	992
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	42%		57	57		45%		11	11		42%		38		24	62		45%		43	43	410	1054
	EL																							1
8	NY-212/ Stewart's Enter Dwy																							
	SR																							
	ST																							
	SL																							
	WR																							32
	WT		40		40	45%		18		18	32%		28			23	51	45%		40		40	347	992
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	42%		57	57		45%		11	11		42%		38		24	62		45%		43	43	410	1066
	EL																							
9	NY-212/ McDonald's Dwy/I-87 NB Ramp																							
	SR																							56
	ST																							6
	SL																							51
	WR																							54
	WT		15		15	5%		2		2	12%		10				10	5%		4		4	82	552
	WL																							64
	NR																							74
	NT																							13
	NL		25		25	40%		16		16	20%		17			23	40	40%		35		35	265	416
	ER	30%		41	41		40%		10	10		30%		27		24	51		40%		38	38	322	395
	ET	12%		16	16		5%		1	1		12%		11			11		5%		5	5	88	611
	EL																							60
10	NY-212/ Pizza Star Exit Dwy																							
	SR																							3
	ST																							
	SL																							4
	WR																							
	WT		15		15	5%		2		2	12%		10				10	5%		4		4	82	667
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							
	ET	12%		16	16		5%		1	1		12%		11			11		5%		5	5	88	737
	EL																							

PASSERO
engineering architecture

PROJECT: Farm
LOCATION: Saugerties, New York
SCENARIO: able Worst Case Scenario
PEAK HOUR: Midday Peak

Figure Number: 6 5 6 5 6 5 6 7I

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South			GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Exit Dist. %	Trips IN 124	Trips OUT 135		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 87	Trips OUT 90				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
11	NY-212/ Pizza Star Dwy																							
	SR ST SL																							
	WR WT WL		15		15	5%		2		2	12%		10				10	5%		4		4	82	4 667
	NR NT NL																							
	ER ET EL	12%		16	16		5%		1	1		12%		11			11		5%		5	5	88	737 4
12	NY-212/ Tomsons Rd																							
	SR ST SL																							16 1
	WR WT WL		15		15	5%		2		2	12%		10				10	5%		4		4	82	10 656
	NR NT NL																							
	ER ET EL	12%		16	16		5%		1	1		12%		11			11		5%		5	5	88	726 11
13	NY-212/ Verizon Exit Dwy																							
	SR ST SL																							9
	WR WT WL		15		15	5%		2		2	12%		10				10	5%		4		4	82	657
	NR NT NL																							
	ER ET EL	12%		16	16		5%		1	1		12%		11			11		5%		5	5	88	727
14	NY-212/ Kings Hwy/Buns Burger Dwy																							
	SR ST SL																							2 1 3
	WR WT WL		9		9	3%		1		1	7%		6				6	3%		3		3	48	6 459 47
	NR NT NL		6		6	2%		1		1	5%		4				4	2%		2		2	34	46 1 196
	ER ET EL	5% 7%		7 9	7 9		2% 3%		0 1	0 1		5% 7%		5 6			5 6		2% 3%		2 3	2 3	36 52	239 476 12
15	NY-212/ Mobil Dwy																							
	SR ST SL																							
	WR WT WL		9		9	3%		1		1	7%		6				6	3%		3		3	48	508 17
	NR NT NL																							14 3
	ER ET EL	7%		9	9		3%		1	1		7%		6			6		3%		3	3	52	6 520

PASSERO
engineering architecture

PROJECT: Farm
LOCATION: Saugerties, New York
SCENARIO: able Worst Case Scenario
PEAK HOUR: Midday Peak

Figure Number: 6 5 6 5 6 5 6 7I

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South			GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Exit Dist. %	Trips IN 124	Trips OUT 135		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 87	Trips OUT 90				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
16	NY-212/ Big Lots Dwy																							
	SR																							92
	ST																							
	SL																							48
	WR																							77
	WT		9		9	3%		1		1	7%		6				6	3%		3		3	48	432
	WL																							
	NR																							
	NT																							
	NL																							
	ER																							452
	ET	7%		9	9		3%		1	1		7%		6			6		3%		3	3	52	82
	EL																							
17	NY-212/ Abbotts Ct/Railroad Ave																							
	SR																							1
	ST																							
	SL																							2
	WR																							502
	WT		9		9	3%		1		1	7%		6				6	3%		3		3	48	17
	WL																							
	NR																							37
	NT																							
	NL																							4
	ER																							2
	ET	7%		9	9		3%		1	1		7%		6			6		3%		3	3	52	497
	EL																							1
18	NY-212/ Market St																							
	SR		2		2						2%		2				2						12	66
	ST																							57
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							50
	NT																							
	NL		6		6	3%		1		1	5%		4				4	3%		3		3	35	361
	ER	5%		7	7		3%		1	1		5%		5			5		3%		3	3	39	336
	ET																							
	EL	2%		3	3							2%		2			2						13	67
19	Main St/ Market St																							
	SR																							1
	ST																							116
	SL	5%		7	7		3%		1	1		5%		5			5		3%		3	3	38	6
	WR																							253
	WT		6		6	3%		1		1	5%		4				4	3%		3		3	35	253
	WL																							33
	NR																							7
	NT																							
	NL																							
	ER																							3
	ET																							41
	EL																							152
20	Main St/ Partition St																							
	SR																							16
	ST																							48
	SL																							1
	WR																							1
	WT																							118
	WL																							93
	NR																							84
	NT																							29
	NL		6		6	3%		1		1	5%		4				4	3%		3		3	35	161
	ER	5%		7	7		3%		1	1		5%		5			5		3%		3	3	38	183
	ET																							100
	EL																							11

PASSERO
engineering architecture

PROJECT: Farm
LOCATION: Saugerties, New York
SCENARIO: able Worst Case Scenario
PEAK HOUR: Midday Peak

Figure Number: 6 5 6 5 6 5 6 7I

LOCATION NUMBER	INTERSECTION DESCRIPTION	eneral Light Industrial South			GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Exit Dist. %	Trips IN 124	Trips OUT 135		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 87	Trips OUT 90				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
21	NY-32/ I-87 SB Ramp/Augusta Savage Rd																							
	SR		31		31	10%		4		4													158	162
	ST											55%		50		29	79		50%		48	48	119	412
	SL											20%		18	1	13	32		40%		38	38	58	568
	WR										30%		26			14	40	40%		35		35	74	85
	WT		37		37	40%		16		16													217	219
	WL																						-7	135
	NR										45%		39			27	66	50%		44		44	-9	159
	NT																						89	461
	NL		27		27	20%		8		8													210	218
	ER	32%		43	43		20%		5	5													244	244
	ET	20%		27	27		40%		10	10													174	175
	EL	25%		34	34		10%		2	2													173	174
22	NY-32/ Old Rte 32																							
	SR																							1
	ST		31		31	10%		4		4		75%		68	1	41	110		90%		86	86	334	1135
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	25%		34	34		10%		2	2	75%		65			42	107	90%		79		79	337	717
	NL																							4
	ER																							6
	ET																							
	EL																							
23	NY-32/ Proposed Driveway																							
	SR										25%		22		22		44	10%		9		9	53	53
	ST		31		31	10%		4		4					-22		-22						117	919
	SL																							
	WR																							
	WT																							
	WL																							
	NR														-35		-35						116	496
	NT	25%		34	34		10%		2	2					35		141	90%		79		79	220	220
	NL										75%		65			41								
	ER											75%		68	23	42	133		90%		86	86	218	218
	ET																							
	EL											25%		23	37		60		10%		10	10	69	69
24	NY-32/ Mower Mill Rd																							
	SR																							3
	ST		31		31	10%		4		4	25%		22				22	10%		9		9	169	967
	SL																							
	WR																							
	WT																							
	WL																							
	NR																							
	NT	25%		34	34		10%		2	2		25%		23	2		25		10%		10	10	185	559
	NL																							6
	ER																							4
	ET																							
	EL																							1
25	NY-32/ Hommelville Rd/Peoples Rd																							
	SR																							1
	ST		25		25	8%		3		3	20%		17				17	8%		7		7	135	918
	SL																							36
	WR																							26
	WT																							3
	WL		6		6	2%		1		1	5%		4				4	2%		2		2	34	43
	NR	5%		7	7		2%		0	0		5%		5			5		2%		2	2	35	43
	NT	20%		27	27		8%		2	2		20%		18	2		20		8%		8	8	150	508
	NL																							10
	ER																							9
	ET																							3
	EL																							

PASSERO
engineering architecture

PROJECT: Farm
LOCATION: Saugerties, New York
SCENARIO: able Worst Case Scenario
PEAK HOUR: Midday Peak

Figure Number: 6 5 6 5 6 5 6 7I

LOCATION NUMBER	INTERSECTION DESCRIPTION	General Light Industrial South			GLI South Site Trips	Campground South				Campground South Site Trips	Commercial Northeast				Pass-by Trips	Diverted Trips	Commercial NE Site Trips	Hotel Northeast				Commercial NE Site Trips	Total Site Generated Trips	Full Build Volumes
		Exit Dist. %	Trips IN 124	Trips OUT 135		Enter Dist. %	Exit Dist. %	Trips IN 40	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 87	Trips OUT 90				Enter Dist. %	Exit Dist. %	Trips IN 88	Trips OUT 95			
26	NY-32/ Old Kings Hwy																							
	SR ST SL		19		19	5%		2		2	15%		13				13	5%		4		4	90	841
	WR WT WL		6		6	3%		1		1	5%		4				4	3%		3		3	45	115
	NR NT NL	5% 15%		7 20	7 20		3% 5%		1 1	1 1		5% 15%		5 14	2		5 16		3% 5%		3 5	3 5	49 100	110 422
	ER ET EL																							
27	NY-32/ Old Rte 32/Malden Tkp																							
	SR ST SL		19		19	5%		2		2	15%		13				13	5%		4		4	90	841 47
	WR WT WL																							34 1
	NR NT NL	15%		20	20		5%		1	1		15%		14	2		16		5%		5	5	100	2 418 2
	ER ET EL																							
28	Harry Wells Rd/ Buffalo Rd																							
	SR ST SL																							37 3
	WR WT WL																						7	2 13
	NR NT NL																						6	15 31
	ER ET EL																							

ATTACHMENT H: CRASH DATA CALCULATIONS

Intersection Crash Rate Calculations

Winston Farm

Intersection #1: NY-212 at Blue Mountain Rd
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 10
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 666
ADT: 7011
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 10 x 1,000,000 / 7011 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.78**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn		1	3			4
Rear-end			1			1
Overtaking						0
Right Angle		2				2
Right Turn						0
Head On						0
Side-swipe	2					2
Fixed Object		1				1
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	2	4	4	0	0	10

PDO	10
Injury	
Injury + PDO	
Fatal	
NR	
Total	10

Intersection Crash Rate Calculations

Winston Farm

Intersection #2: NY-212 at Churchland Rd
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 725
ADT: 7632
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 0 x 1,000,000 / 7632 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	0	0	0

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Intersection Crash Rate Calculations

Winston Farm

Intersection #4: NY-212 at NY-32/Speedway Dwy
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 18
Number of Injuries: 3
Number of Fatalities: 0
Entering Vehicles (PM): 1610
ADT: 16947
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 18 x 1,000,000 / 16947 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.58**	**cr/mve**	**0%**	**17%**
Statewide Average*	**0.56**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn		2	4			6
Rear-end		3	2	3		8
Overtaking						0
Right Angle						0
Right Turn						0
Head On			1			1
Side-swipe	1					1
Fixed Object		1				1
Backing		1				1
Other						0
Bike/Ped						0
Animal						0
Totals	1	7	7	3	0	18

PDO	15
Injury	3
Injury + PDO	
Fatal	
NR	
Total	18

Intersection Crash Rate Calculations

Winston Farm

Intersection #5: NY-212 at Churchland Ln
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 5
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1367
ADT: 14389
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 5 x 1,000,000 / 14389 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.19**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end			2	2		4
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe				1		1
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	2	3	0	5

PDO	5
Injury	
Injury + PDO	
Fatal	
NR	
Total	5

Intersection Crash Rate Calculations

Winston Farm

Intersection #6: NY-212 at Saugerties Manor Rd
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 1
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1365
ADT: 14368
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 1 x 1,000,000 / 14368 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.04**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe			1			1
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	1	0	0	1

PDO	1
Injury	
Injury + PDO	
Fatal	
NR	
Total	1

Intersection Crash Rate Calculations

Winston Farm

Intersection #7: NY-212 at Stewart's Exit Dwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 2
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1373
ADT: 14453
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 5 or More Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 2 x 1,000,000 / 14453 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.08**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.07**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe			1			1
Fixed Object						0
Backing		1				1
Other						0
Bike/Ped						0
Animal						0
Totals	0	1	1	0	0	2

PDO	2
Injury	
Injury + PDO	
Fatal	
NR	
Total	2

Intersection Crash Rate Calculations

Winston Farm

Intersection #8: NY-212 at Stewart's Enter Dwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 1
Number of Injuries: 1
Number of Fatalities: 0
Entering Vehicles (PM): 1360
ADT: 14316
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 5 or More Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 1 x 1,000,000 / 14316 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.04**	**cr/mve**	**0%**	**100%**
Statewide Average*	**0.07**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn			1			1
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	1	0	0	1

PDO	
Injury	1
Injury + PDO	
Fatal	
NR	
Total	1

Intersection Crash Rate Calculations

Winston Farm

Intersection #9: NY-212 at I-87 NB Ramp/McDonald's Dwy
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 20
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1594
ADT: 16779
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal w/ Left Turn 5 or More Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 20 x 1,000,000 / 16779 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.65**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.26**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end	1	2	7			10
Overtaking						0
Right Angle				2		2
Right Turn						0
Head On						0
Side-swipe	4		2	2		8
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	5	2	9	4	0	20

PDO	20
Injury	
Injury + PDO	
Fatal	
NR	
Total	20

Intersection Crash Rate Calculations

Winston Farm

Intersection #10: NY-212 at Pizza Star Exit Dwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 2
Number of Injuries: 1
Number of Fatalities: 0
Entering Vehicles (PM): 1358
ADT: 14295
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 2 x 1,000,000 / 14295 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.08**	**cr/mve**	**0%**	**50%**
Statewide Average*	**0.13**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn		1				1
Head On						0
Side-swipe			1			1
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	1	1	0	0	2

PDO	1
Injury	1
Injury + PDO	
Fatal	
NR	
Total	2

Intersection Crash Rate Calculations

Winston Farm

Intersection #11: NY-212 at Pizza Star Dwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1356
ADT: 14274
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 0 x 1,000,000 / 14274 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.13**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	0	0	0

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Intersection Crash Rate Calculations

Winston Farm

Intersection #12: NY-212 at Tomsons Rd
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 2
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1361
ADT: 14326
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 5 or More Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{crash rate} = \frac{2 \times 1{,}000{,}000}{14326 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.08**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.07**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end				1		1
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe				1		1
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	2	0	2

PDO	2
Injury	
Injury + PDO	
Fatal	
NR	
Total	2

Intersection Crash Rate Calculations

Winston Farm

Intersection #13: NY-212 at Verizon Exit Dwy
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 2854
ADT: 30042
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 5 or More Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{crash rate} = \frac{0 \times 1{,}000{,}000}{30042 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.07**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	0	0	0

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Intersection Crash Rate Calculations

Winston Farm

Intersection #14: NY-212 at Kings Hwy/Buns Burger Dwy
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 17
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1450
ADT: 15263
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal w/ Left Turn 5 or More Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 17 x 1,000,000 / 15263 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.61**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.26**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end	6		3	1		10
Overtaking						0
Right Angle	1		1			2
Right Turn						0
Head On						0
Side-swipe	1			1		2
Fixed Object			1	1		2
Backing						0
Other			1			1
Bike/Ped						0
Animal						0
Totals	8	0	6	3	0	17

PDO	17
Injury	
Injury + PDO	
Fatal	
NR	
Total	17

Intersection Crash Rate Calculations

Winston Farm

Intersection #15: NY-212 at Mobil Dwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 1
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1022
ADT: 10758
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 1 x 1,000,000 / 10758 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.05**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.13**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn	1					1
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	1	0	0	0	0	1

PDO	1
Injury	
Injury + PDO	
Fatal	
NR	
Total	1

Intersection Crash Rate Calculations

Winston Farm

Intersection #16: NY-212 at Big Lots Dwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 3
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1169
ADT: 12305
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 3 x 1,000,000 / 12305 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.13**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.32**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn		1				1
Head On						0
Side-swipe				1		1
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal				1		1
Totals	0	1	0	2	0	3

PDO	3
Injury	
Injury + PDO	
Fatal	
NR	
Total	3

Intersection Crash Rate Calculations

Winston Farm

Intersection #17: NY-212 at Abbotts Ct/Railroad Ave
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 5
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1120
ADT: 11789
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 5 x 1,000,000 / 11789 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.23**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.31**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end			4			4
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other					1	1
Bike/Ped						0
Animal						0
Totals	0	0	4	0	1	5

PDO	5
Injury	
Injury + PDO	
Fatal	
NR	
Total	5

Intersection Crash Rate Calculations

Winston Farm

Intersection #18: NY-212 at Market St
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 6
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 897
ADT: 9442
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 6 x 1,000,000 / 9442 x 365 x 5

	Crash Rate	Fatality Rate	Injury Rate
Study Intersection	**0.35 cr/mve**	**0%**	**0%**
Statewide Average*	**0.32 cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn			1			1
Rear-end	3		1			4
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object		1				1
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	3	1	2	0	0	6

PDO	6
Injury	
Injury + PDO	
Fatal	
NR	
Total	6

Intersection Crash Rate Calculations

Winston Farm

Intersection #19: Main St at Market St
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 16
Number of Injuries: 2
Number of Fatalities: 0
Entering Vehicles (PM): 826
ADT: 8695
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 16 x 1,000,000 / 8695 x 365 x 5

	Crash Rate	Fatality Rate	Injury Rate
Study Intersection	**1.01 cr/mve**	**0%**	**13%**
Statewide Average*	**0.56 cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn			1			1
Rear-end	1	1	2	2		6
Overtaking						0
Right Angle		1				1
Right Turn						0
Head On						0
Side-swipe		1		2		3
Fixed Object		2				2
Backing						0
Other			1			1
Bike/Ped		1	1			2
Animal						0
Totals	1	6	5	4	0	16

PDO	14
Injury	2
Injury + PDO	
Fatal	
NR	
Total	16

Intersection Crash Rate Calculations

Winston Farm

Intersection #20: Main St at Partition St
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 15
Number of Injuries: 1
Number of Fatalities: 0
Entering Vehicles (PM): 751
ADT: 7905
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{crash rate} = \frac{15 \times 1{,}000{,}000}{7905 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**1.04**	**cr/mve**	**0%**	**7%**
Statewide Average*	**0.56**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end			2	2		4
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe	1					1
Fixed Object	5	1	1	1		8
Backing				1		1
Other						0
Bike/Ped		1				1
Animal						0
Totals	6	2	3	4	0	15

PDO	14
Injury	1
Injury + PDO	
Fatal	
NR	
Total	15

Intersection Crash Rate Calculations

Winston Farm

Intersection #21: NY-32 at I-87 SB Ramp/Augusta Savage Rd
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 3
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1245
ADT: 13105
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{crash rate} = \frac{3 \times 1{,}000{,}000}{13105 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.13**	**cr/mve**	**0%**	**0%**
Statewide Average*	**0.56**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end	1					1
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe	1			1		2
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	2	0	0	1	0	3

PDO	3
Injury	
Injury + PDO	
Fatal	
NR	
Total	3

Intersection Crash Rate Calculations

Winston Farm

Intersection #22: NY-32 at Old Rte 32
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1045
ADT: 11000
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{crash rate} = \frac{0 \times 1{,}000{,}000}{11000 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	0	0	0

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Intersection Crash Rate Calculations

Winston Farm

Intersection #24: NY-32 at Mower Mill Rd
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 1
Number of Injuries: 1
Number of Fatalities: 0
Entering Vehicles (PM): 1038
ADT: 10926
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{crash rate} = \frac{1 \times 1{,}000{,}000}{10926 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.05**	**cr/mve**	**0%**	**100%**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end	1					1
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	1	0	0	0	0	1

PDO	
Injury	1
Injury + PDO	
Fatal	
NR	
Total	1

Intersection Crash Rate Calculations

Winston Farm

Intersection #25 NY-32 at Hommelville Rd/Peoples Rd
Date of Count: Tuesday, December 6, 2022

Number of Crashes: 22
Number of Injuries: 6
Number of Fatalities: 0
Entering Vehicles (PM): 1138
ADT: 11979
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{crash rate} = \frac{22 \times 1{,}000{,}000}{11979 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**1.01**	**cr/mve**	**0%**	**27%**
Statewide Average*	**0.31**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn	1	4		1		6
Rear-end	3	4		1		8
Overtaking						0
Right Angle	1		1			2
Right Turn				1		1
Head On						0
Side-swipe		2				2
Fixed Object		1				1
Backing						0
Other						0
Bike/Ped						0
Animal		2				2
Totals	5	13	1	3	0	22

PDO	16
Injury	6
Injury + PDO	
Fatal	
NR	
Total	22

Intersection Crash Rate Calculations

Winston Farm

Intersection #26 NY-32 at Old Kings Hwy
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 16
Number of Injuries: 4
Number of Fatalities: 0
Entering Vehicles (PM): 1062
ADT: 11179
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

$$\text{crash rate} = \frac{\text{Number of Crashes} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{crash rate} = \frac{16 \times 1{,}000{,}000}{11179 \times 365 \times 5}$$

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.78**	**cr/mve**	**0%**	**25%**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn				6		6
Rear-end	2			3		5
Overtaking						0
Right Angle				2		2
Right Turn						0
Head On						0
Side-swipe	1	1				2
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal	1					1
Totals	4	1	0	11	0	16

PDO	12
Injury	4
Injury + PDO	
Fatal	
NR	
Total	16

Intersection Crash Rate Calculations

Winston Farm

Intersection #27 NY-32 at Old Rte 32/Malden Tkp
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (PM): 1092
ADT: 11495
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 0 x 1,000,000 / 11495 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.31**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

Direction

Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	0	0	0

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Intersection Crash Rate Calculations

Winston Farm

Intersection #28 Harry Wells Rd at Buffalo Rd
Date of Count: Tuesday, January 24, 2023

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0
Entering Vehicles (AM): 149
ADT: 1568
Start Date: October 1, 2019
End Date: September 30, 2024
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 0 x 1,000,000 / 1568 x 365 x 5

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

Direction

Type	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end						0
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	0	0	0	0	0

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

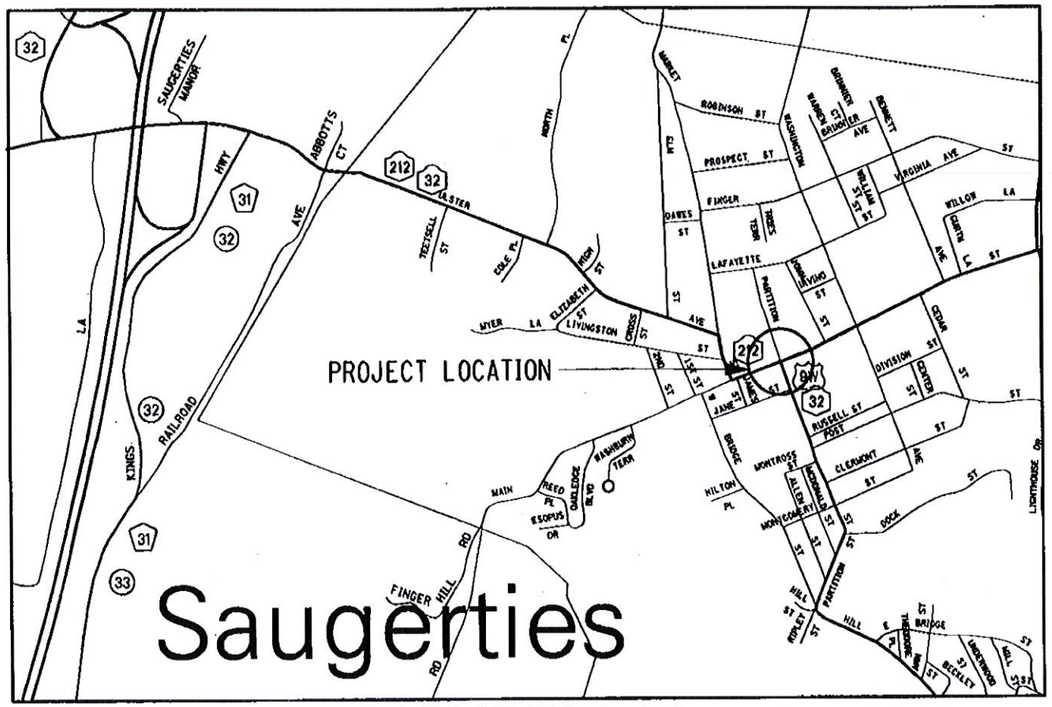
ATTACHMENT I: MISCELLANEOUS CALCULATIONS

D262305

AS BUILT FIELD CHANGE SHEET

THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305



LOCATION MAP

AS BUILTS

COMPLETED SEP 2 3 2015

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.

PREPARED PURSUANT TO HIGHWAY LAW

RECOMMENDED BY:

W. SCHAEFER
REGIONAL DESIGN ENGINEER — DATE 3/11/15

APPROVED BY:

W. GORTON, REGIONAL DIRECTOR, REGION 8 — DATE 3/11/15

THE SIGNATURES ON THIS SHEET REPRESENT AUTHORIZATION FOR SHEETS 1OF-12 TO 1OF-22

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 27-FEB-2015 13:59
DATE/TIME = same as
USER = same as

D262305

AFFIX SEAL: M.J. DUVAL ON: 8-2-2015	ALTERED BY: ON:
STATE OF NEW YORK · MICHAEL J. DUVAL · 072098 · LICENSED PROFESSIONAL ENGINEER	

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY: ULSTER

PIN 8809.20

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL PLAN
SIGNAL NO. U-4
US ROUTE 9W AT PARTITION STREET

CONTRACT NUMBER D262305

DRAWING NO. U-4-01

SHEET NO. 10-F-12

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

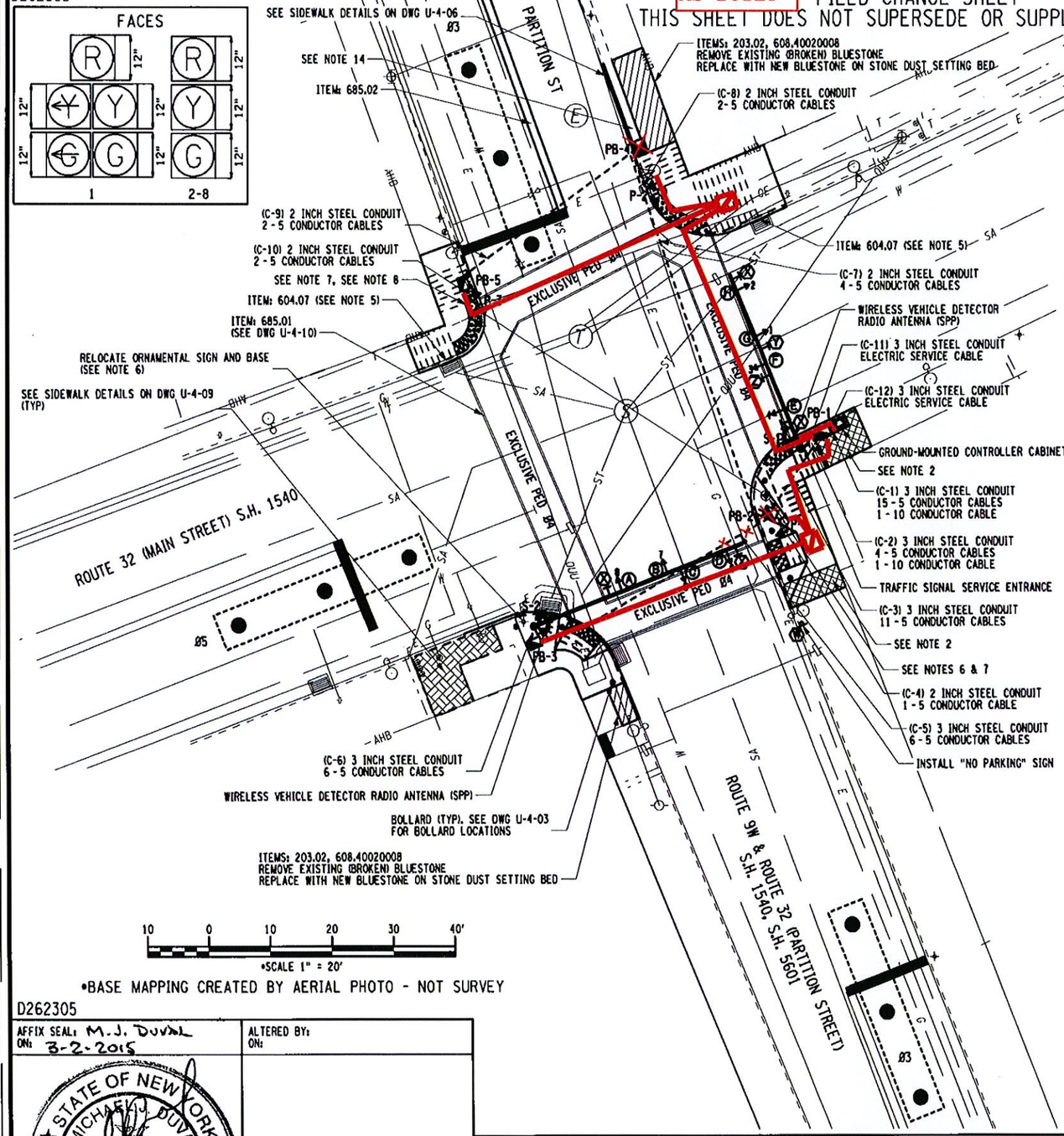
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: RTE 9W AT PARTITION ST_TRF.DGN

D262305

AS BUILT FIELD CHANGE SHEET

THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET



•BASE MAPPING CREATED BY AERIAL PHOTO - NOT SURVEY

LEGEND

ITEMS: 203.02, 304.11000008, 608.0101
REMOVE EXISTING BLUESTONE AND REPLACE WITH NEW CONCRETE SIDEWALK

ITEMS: 304.11000008, 608.40010001
REMOVE STORE AND RESET EXISTING WALK (STONE DUST SETTING BED)

ITEMS: 203.02, 608.40020008
REMOVE EXISTING BLUESTONE AND REPLACE WITH NEW BLUESTONE
(STONE DUST SETTING BED)

GRID NORTH

NOTES:

1. SIDEWALK WORK TO BE PERFORMED UNDER THE FOLLOWING ITEMS: 203.02, 304.11000008, 520.50140008, 608.0101, 608.01030008, 608.21000003, 608.40010001, 608.40020008, 609.0401 AND 609.06010008. NEW SIDEWALK MUST MATCH ELEVATION AND GRADE OF EXISTING BLUESTONE SLABS.
2. THE EXISTING BLUESTONE SIDEWALK NOT TO BE RESET BUT IN CONFLICT WITH THE NEW WORK ON THE SOUTHEAST QUADRANT SHALL BE CAREFULLY REMOVED AND MADE AVAILABLE TO THE VILLAGE. THE CONTRACTOR SHALL REMOVE THE BLUESTONE AND STORE IT IN A LOCATION ACCEPTABLE TO THE VILLAGE. IF THE VILLAGE DOES NOT WISH TO ACCEPT IT, THE BLUESTONE WILL BECOME THE PROPERTY OF THE CONTRACTOR. THE ENGINEER IN CHARGE SHALL COORDINATE THIS ACTIVITY. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK.
3. THE TRAFFIC SIGNAL POLES, PEDESTRIAN POLES, PEDESTRIAN HOUSINGS, BRACKETS AND PUSH BUTTON HARDWARE, CONTROLLER CABINET, CABINET BASE, METER PAN, SERVICE ENTRANCE, DISCONNECT SWITCH, PIPE NIPPLES AND ELBOWS, BOLT COVERS, AND ALL CONNECTION HARDWARE (BANDS, CLAMPS, BRACKETS, PIPE STRAPS, NUTS AND BOLTS, ETC.) SHALL BE PAINTED BLACK TO MATCH FEDERAL COLOR STANDARD NUMBER 37030. THE COST OF SHOP PAINTING THE TRAFFIC SIGNAL POLES AND PEDESTRIAN POLES SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 657.18020010. THE COST OF SHOP PAINTING ALL OTHER EQUIPMENT AND COMPONENTS SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 680.06040110.
4. ALL POLE FOUNDATIONS MUST BE FLUSH WITH THE SIDEWALK WHEREVER POSSIBLE.
5. ITEM 604.07 SHALL INCLUDE THE REMOVAL OF CURB BOXES FROM THE CATCH BASINS. THE COST TO FURNISH AND INSTALL THE STEEL PLATE SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 604.07. THE COST TO FURNISH AND INSTALL THE TAPERED CURB SECTION SHALL BE INCLUDED IN ITEM 609.0401.
6. THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING ORNAMENTAL SIGN BASE ON THE SOUTHWEST CORNER OF THE INTERSECTION AND RELOCATE IT TO THE SOUTHEAST CORNER OF THE INTERSECTION. THE COST OF THIS WORK SHALL BE PAID FOR UNDER ITEM: 647.31 RELOCATE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE 1 (UNDER 2.8 SQUARE METERS) (UNDER 30 SQUARE FEET).
7. THE EXISTING VILLAGE DESTINATION SIGN CURRENTLY ATTACHED TO THE TRAFFIC SIGNAL POLE ON THE NORTHWEST QUADRANT SHALL BE REMOVED AND MADE AVAILABLE TO THE VILLAGE OF SAUGERTIES. THE CONTRACTOR SHALL CAREFULLY REMOVE THE SIGN AND STORE IT IN A LOCATION ACCEPTABLE TO THE VILLAGE. THE ENGINEER IN CHARGE SHALL COORDINATE THIS ACTIVITY. THIS WORK SHALL BE PAID UNDER ITEM 647.41.
8. THE EXISTING VILLIAGE OWNED AND OPERATED CCTV EQUIPMENT INCLUDING BUT NOT LIMITED TO A DOME CAMERA, CAMERA CONTROLLER CABINET, WIRELESS RADIOS AND ANTENNA, AND ASSOCIATED CABLES AND WIRING SHALL BE REMOVED FROM THE EXISTING SIGNAL POLE ON THE NORTHWEST QUADRANT OF THE INTERSECTION BY THE VILLAGE OF SAUGERTIES. THE ENGINEER IN CHARGE SHALL CONTACT THE VILLAGE 4 WEEKS BEFORE THE SIGNAL WORK IS TO BEGIN TO FACILITATE THE REMOVAL OF THE CAMERA SYSTEM AND APPURTENANCES.
9. ALL WORK SHALL BE PERFORMED WITHIN THE EXISTING R.O.W. LIMITS. THE CONTRACTOR SHALL VERIFY THE R.O.W. LIMITS WITH THE ENGINEER IN CHARGE.
10. ALL ANCHOR BOLTS SHALL BE GRADE 55.
11. ALL MAST ARMS AND PEDESTRIAN POLES SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 4 FEET BETWEEN THE EDGE OF THE FOUNDATION AND THE OUTERMOST SURFACE OF THE BUILDINGS.
12. THE 6 FT X 9.5 FT BLUESTONE SLAB ON THE SOUTHWEST QUADRANT LOCATED DIRECTLY IN FRONT OF THE TANGO CAFE SHALL NOT BE DISTURBED FOR ANY REASON. NO MACHINERY OR HEAVY OBJECTS SHALL BE PLACED ON THIS SLAB AT ANY TIME.
13. THE COMBINED STRESS RATIO SHALL BE A MAXIMUM OF 0.90 FOR EACH COMPONENT OF EACH TRAFFIC SIGNAL POLE, INCLUDING THE ANCHOR BOLTS.
14. THE COST OF TURF RESTORATION ADJACENT TO THE NEW CURB AREA ON THE N.E. QUADRANT SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 609.0104.
15. ALL BOLLARDS SHALL BE POWDERCOATED BLACK TO MATCH FEDERAL COLOR STANDARD NUMBER 37030. THE COST OF POWDERCOATING SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 608.73236108.

COMPLETED SEP 2 3 2015

D262305
PIN 8809.20

SFY 13/14/15 SIGNAL REQUIREMENTS
VARIOUS COUNTIES
Dow Electric, Inc.

D262305

AFFIX SEAL: M.J. DUVAL ON: 3-2-2015	ALTERED BY: ON:
STATE OF NEW YORK ★ MICHAEL J. DUVAL ★ LICENSED PROFESSIONAL ENGINEER 074098	

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

Pullbox and conduit relocation

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS	PIN 8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
SH 5601 SAUGERTIES VILLAGE				TRAFFIC SIGNAL PLAN SIGNAL NO. U-4 US ROUTE 9W AT PARTITION STREET	D262305
VILLAGE OF SAUGERTIES					DRAWING NO. U-4-02
COUNTY: ULSTER					SHEET NO. 10-F-13

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: RTE 9W AT PARTITION ST_TRF.DGN

PROJECT MANAGER
CHECK
DRAFTING
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 02-MAR-2015 14:37
USER = samith1

AS BUILT FIELD CHANGE SHEET

THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

COMPLETED SEP 2 3 2015

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS

PIN 8809.20 VARIOUS COUNTIES

Dow Electric, Inc.

PROJECT MANAGER

CHECK

DRAFTING

DESIGN

CHECK

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = 25-MAR-2015 07:39
DATE/TIME = sam141
USER =

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	9
206.03020008	COND. EXCAV. AND REPL. OF CEMENT AND/OR ASPHALT CONCRETE AREAS	LF	176
206.05	TEST PIT EXCAVATION	EA	6
304.11000008	SUBBASE COURSE (MODIFIED)	CY	5
402.128902	12.5 F9 TOP COURSE HMA SHOULDER COURSE, 80 SERIES COMPACTION	TON	1.5
402.128912	PLANT PRODUCTION QUALITY ADJUSTMENT	QU	0.1
503.1010	PCC FOUNDATION FOR PAVEMENT, CLASS C	CY	3
520.50140008	SAW CUTTING, ASPHALT PAVEMENT	LF	225
604.07	ALTER DRAINAGE BASIN	EA	2
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY	2
608.01030008	REMOVAL AND REPLACEMENT OF CONCRETE SIDEWALK AND SUBBASE	SY	79
608.020102	HMA, SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS	TON	8
608.21000003	CAST IRON EMBEDDED DETECTABLE WARNING UNITS - BLACK	SY	10
608.40010001	REMOVE, STORE AND RESET EXISTING WALK (STONE DUST SETTING BED)	SY	44
608.40020008	BLUESTONE ON STONE DUST SETTING BED	SF	61
608.73236108	EMBEDDED BOLLARD, WITHOUT LIGHTING, GREATER THAN 36 INCHES TALL	EA	6
609.0104	BLUE STONE CURB TYPE D	LF	160
609.06010008	REMOVAL OF CURB	LF	160
619.010000	BASIC WORK ZONE TRAFFIC CONTROL	LS	1
619.110401	PORTABLE, VARIABLE MESSAGE SIGN (PVMS) LED	CW	6
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT B)	IM	6
619.1701	TEMPORARY CONCRETE BARRIER, UNPINNED	LF	96
625.01000108	SURVEY AND STAKEOUT (TRAFFIC SIGNALS)	EA	1
635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	LF	2080
635.0203	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LETTERS	EA	4
635.0303	CLEANING AND PREPARATION OF PAVEMENT SURFACES - SYMBOLS	EA	1
645.5101	GROUND MOUNTED SIGN PANELS WITHOUT Z-BARS	SF	7
645.5102	GROUND MOUNTED SIGN PANELS ≤30 SF WITH Z-BARS	SF	330
645.5202	GRND MNTD SIGN PANELS ≤30 SF WITH Z-BARS, HIGH VISIBILITY SHEETING	SF	32
645.81	TYPE A SIGN POST	EA	52
647.31	RELOCATE SIGN PAN, SIGN PANEL ASSEMBLY, SIZE I	EA	1
647.41	REMOVE AND STORE SIGN PANEL, SIGN PANEL ASSEMBLY, SIZE I (<30SF)	EA	1
657.18020010	PAINTING OF NEW TRAFFIC SIGNAL POLES	EA	5
680.06040110	PAINT NEW ALUMINUM TRAFFIC SIGNAL CABINET	EA	1
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	8.6
680.50500005	REMOVE POLE FOUNDATION	EA	2.0
680.510501	PULLBOX - RECTANGULAR, 26 X 18 INCH, REINFORCED CONCRETE	EA	5
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2"	LF	110
680.520108	CONDUIT, METAL STEEL, ZINC COATED, 3"	LF	66
680.58803008	WIRELESS VEHICLE DETECTION SYSTEM INTERSECTION SENSOR	EA	12
680.58804008	WIRELESS VEHICLE DETECTION SYSTEM CONTACT CLOSURE INTERFACE	EA	1
680.58805008	WIRELESS VEH. DET. SYS. EXTENSION CONTACT CLOSURE CARD	EA	1
680.58806008	WIRELESS VEHICLE DETECTION SYSTEM ISOLATOR MODULE (ISO)	EA	1
680.58807008	WIRELESS VEHICLE DETECTION SYSTEM SERIAL PORT PROTOCOL RADIO (SPP)	EA	2
680.621830	TRAFFIC SIGNAL POLE - MAST ARM 18 FT MTG HT, 30 FT ARM LENGTH	EA	1
680.621836	TRAFFIC SIGNAL POLE - MAST ARM 18 FT MTG HT, 36 FT ARM LENGTH	EA	1
680.6808	TRAFFIC SIGNAL POLE - BRACKET MOUNT, 8 FT MNTG HT	EA	3
680.730514	SIGNAL CABLE, 5 CONDUCTORS, 14 AWG	LF	1871
680.731014	SIGNAL CABLE, 10 CONDUCTORS, 14 AWG	LF	83
680.78020008	REMOVE EXIST. OVERHEAD TRAFFIC SIGNAL CABLE AND APPURTENANCES	EA	1
680.78030008	REMOVE EXISTING TRAFFIC SIGNAL HEADS	EA	4
680.78040008	REMOVE TRAFFIC SIGNAL SPAN WIRE ASSEMBLY	EA	1
680.80324515	INSTALL MICROCOMPUTER CABINET	EA	1

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
680.80324708	MICROCOMPUTER CABINET BASE (ALUMINUM)	EA	1
680.810101	TRAFFIC SIGNAL MODULE - 12 INCH, RED BALL, LED	EA	8
680.810103	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW BALL, LED	EA	8
680.810104	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW ARROW, LED	EA	1
680.810105	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN BALL, LED	EA	8
680.810106	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN ARROW, LED	EA	1
680.810107	TRAFFIC SIGNAL SECTION - TYPE I, 12 INCH	EA	26
680.81230008	TRAFFIC SIG. BRACKET ASSEMBLY - 1 WAY MAST ARM MOUNT - CABLE TYPE	EA	7
680.81240008	TRAFFIC SIG. BRACKET ASSEMBLY - 2 WAY MAST ARM MOUNT - CABLE TYPE	EA	1
680.81330010	AUDIBLE PEDESTRIAN SIGNAL	EA	8
680.813103	PEDESTRIAN SIGNAL SECTION - TYPE I, 12 INCH	EA	16
680.813105	PED. SIGNAL MODULE - 12 IN. BI-MODAL HAND/MAN SYMBOLS, LED	EA	8
680.8141	PEDESTRIAN SIGNAL BRACKET MOUNT ASSEMBLY	EA	8
680.81500010	PEDESTRIAN COUNT-DOWN TIMER MODULE	EA	8
680.8207	OVERHEAD SIGN ASSEMBLY, TYPE G	EA	6
680.90920008	ELECT METER SOCKET, 200 AMP, SINGLE PHASE, 240/120 VOLT W/ BYPASS	EA	1
680.94000008	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1
680.94997008	FURNISH AND INSTALL ELECT. DISCONNECT GEN. TRANSFER SWITCH	EA	1
680.95020615	SERVICE CABLE, 2 CONDUCTOR, NO. 06 AWG	LF	30
680.99030010	REMOVE STEEL EMBEDDED TRAFFIC SIGNAL POLE	EA	2
685.01	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 15 MILS	LF	1980
685.02	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 15 MILS	LF	200
685.03	WHITE EPOXY REFLECTORIZED PAVEMENT LETTERS - 15 MILS	EA	4
685.04	WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 15 MILS	EA	1

ESTIMATE OF CONDUITS

CONDUIT NO.	LOCATION FROM	LOCATION TO	680.520106 2" STEEL	680.520108 3" STEEL
C1	CONTROLLER	PB-1		1
C2	S-1	PB-1		3
C3	PB-1	PB-2		14
C4	P-1	PB-2	1	
C5	PB-2	PB-3		43
C6	S-2	PB-3		2
C7	PB-2	PB-4	63	
C8	P-2	PB-4	9	
C9	PB-4	PB-5	35	
C10	P-3	PB-5	2	
C11	S-1	PB-1		3
C12	PB-1	CONTROLLER		1
		TOTAL (FEET)	110	66

ESTIMATE OF POLES

POLE NUMBER	ITEM NUMBER	MOUNTING HEIGHT (IN FEET)	MINIMUM FOOTING MOMENT (KIPS) SEE NOTE 1	FOUNDATION CODE	FOUNDATION QUANTITY (CY)
S-1	680.621830	18	31.4	K2	2.1
S-2	680.621836	18	32.7	K2	2.1
P-1	680.6808	8	N/A	J1	1.1
P-2	680.6808	8	N/A	J1	1.1
P-3	680.6808	8	N/A	J1	1.1
P-4	680.6808	8	N/A	J1	1.1
				TOTAL (CY)	8.6

1. THE FOOTING MOMENT SHOWN IN THE TABLE OF POLES IS THE MINIMUM CALCULATED AND IS FOR ESTIMATION PURPOSES ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY, IN CONJUNCTION WITH THE POLE SUPPLIER / MANUFACTURER, TO DETERMINE THE MAST ARM POLE STRENGTH AND FOOTING MOMENT FOR THE LOADING AS SHOWN IN THE CONTRACT PLANS. THE FOOTING MOMENT SHALL BE VERIFIED AND BE DESIGNED TO MATCH THE ULTIMATE STRENGTH OF THE MAST ARM POLE DESIGN AND THE FOUNDATION SHALL BE CONSTRUCTED AS SPECIFIED ON STANDARD SHEET 680-1. MAXIMUM FOOTING WIDTH IS NOT TO EXCEED 3 FEET.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE FINAL GROUND AND PAVEMENT ELEVATIONS AND VERIFY THAT THE CLEARANCE FROM THE PAVEMENT AT IT'S HIGHEST POINT ALONG THE MAST ARM TO THE BOTTOM OF THE SIGNAL HEAD IS A MINIMUM OF 16'-6" PRIOR TO ORDERING THE MAST ARM POLES.

TABLE OF HEADS

HEAD	BRACKET	FACE	MODULES 680.810101 RED BALL	680.810103 YELLOW BALL	680.810104 YELLOW ARROW	680.810105 GREEN BALL	680.810106 GREEN ARROW	SECT. 680.810107 TRAFFIC SIGNAL SECTION, TYPE I 300MM
A	680.81230008	8	1	1	0	1	0	3
B	680.81230008	7	1	1	0	1	0	3
C	680.81230008	5	1	1	0	1	0	3
D	680.81230008	6	1	1	0	1	0	3
E	680.81230008	4	1	1	0	1	0	3
F	680.81230008	3	1	1	0	1	0	3
G	680.81240008	1	1	1	1	1	1	5
H	680.81230008	2	1	1	0	1	0	3
	TOTAL (EACH)		8	8	1	8	1	26

D262305

AFFIX SEAL: M. J. DUVAL
ON: 3-2-2015

ALTERED BY:
ON:



D262305

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

NO CHANGES

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY: ULSTER

PIN 8809.20

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL TABLES
SIGNAL NO. U-4
US ROUTE 9W AT PARTITION STREET

CONTRACT NUMBER
D262305

DRAWING NO. U-4-03
SHEET NO. 10-F-14

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANBSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: RT 9W AT PARTITION ST_TBLS.DGN

D262305

AS BUILT FIELD CHANGE SHEET
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

COMPLETED SEP 2 3 2015 D262305 PIN 8809.20

SFY 13/14/15 SIGNAL REQUIREMENTS
VARIOUS COUNTIES
Dow Electric, Inc.

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 25-MAR-2015 07:45
DATE/TIME = ssmith1
USER = ssmith1

TABLE OF SIGNS

LOC.	ITEM	MUTCD	TEXT	LOC.	ITEM	MUTCD	TEXT
S-2 P-3	680.81330010 (2 EA)	R10-3I R 9" x 15"	START CROSSING Watch For Vehicles DON'T START Finish Crossing If Started TIME REMAINING To Finish Crossing DON'T CROSS PUSH BUTTON TO CROSS Main St	S-2 P-3	680.81330010 (2 EA)	R10-3I R 9" x 15"	START CROSSING Watch For Vehicles DON'T START Finish Crossing If Started TIME REMAINING To Finish Crossing DON'T CROSS PUSH BUTTON TO CROSS Partition St
S-1 P-2	680.81330010 (2 EA)	R10-3I L 9" x 15"	START CROSSING Watch For Vehicles DON'T START Finish Crossing If Started TIME REMAINING To Finish Crossing DON'T CROSS PUSH BUTTON TO CROSS Main St	P-1 P-2	680.81330010 (2 EA)	R10-3I L 9" x 15"	START CROSSING Watch For Vehicles DON'T START Finish Crossing If Started TIME REMAINING To Finish Crossing DON'T CROSS PUSH BUTTON TO CROSS Partition St
ⓧ	680.8207 (4)	R10-11 24" x 30"	NO TURN ON RED	ⓨ	680.8207	R10-12 30" x 36"	LEFT TURN YIELD ON GREEN
ⓩ	680.8207	W25-1 24" x 30"	ONCOMING TRAFFIC HAS EXTENDED GREEN	ⓦ	645.5101 645.81 (1)	NYP1-2 12" x 18"	NO PARKING ANY TIME

TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	7	8	PED 1	PED 2	PED 3	PED 4
Ø1	G	G	R	R	R	R	R	R	DW*	DW*	DW*	DW*
Ø3	R	R	R	R	G	G	G	G	DW*	DW*	DW*	DW*
Ø4	R	R	R	R	R	R	R	R	WALK	WALK	WALK	WALK
Ø5	R	R	G	G	R	R	R	R	DW*	DW*	DW*	DW*
Ø6	R/G	R	R	R	R	R	R	R	DW*	DW*	DW*	DW*
Ø1 + Ø5	G	G	G	G	R	R	R	R	DW*	DW*	DW*	DW*
Ø1 + Ø6	G/G	G	R	R	R	R	R	R	DW*	DW*	DW*	DW*
FLASHING OPERATION	FL. Y	FL. Y	FL. Y	FL. Y	FL. R	FL. R	FL. R	FL. R	DARK	DARK	DARK	DARK

*THIS INDICATION SHALL BE WALK FOLLOWED BY A FLASHING DON'T WALK AND STEADY DON'T WALK WHEN AN ASSOCIATED PEDESTRIAN BUTTON IS ACTUATED.

ESTIMATE OF CABLES

ROUTE FROM	ROUTE THROUGH	ROUTE TO	CABLE DESCRIPTION	# OF CABLES	680.730514 5 C, 14 AWG	680.731014 10 C, 14 AWG
CONTROLLER	C-1, PB-1, C-3, PB-2, C-5, PB-3, C-6, S-2	SIGNAL HEAD A	14/05C-A-X/X	1	156	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-5, PB-3, C-6, S-2	SIGNAL HEAD B	14/05C-B-X/X	1	164	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-5, PB-3, C-6, S-2	SIGNAL HEAD C	14/05C-C-X/X	1	166	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-5, PB-3, C-6, S-2	SIGNAL HEAD D	14/05C-D-X/X	1	174	
CONTROLLER	C-1, PB-1, C-2, S-1	SIGNAL HEAD E	14/05C-E-X/X	1	70	
CONTROLLER	C-1, PB-1, C-2, S-1	SIGNAL HEAD F	14/05C-F-X/X	1	78	
CONTROLLER	C-1, PB-1, C-2, S-1	SIGNAL HEAD G	14/10C-G-X/X	1		83
CONTROLLER	C-1, PB-1, C-2, S-1	SIGNAL HEAD H	14/05C-H-X/X	1	91	
CONTROLLER	C-1, PB-1, C-2	PED S-1	5 C, 14 AWG	1	38	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-4	PED P-1	5 C, 14 AWG	1	61	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-5, PB-3, C-6	PED S-2	5 C, 14 AWG	2	230	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-7, PB-4, C-8	PED P-2	5 C, 14 AWG	2	283	
CONTROLLER	C-1, PB-1, C-3, PB-2, C-7, PB-4, C-9, PB-5, C-10	PED P-3	5 C, 14 AWG	2	359	
			TOTAL (FEET)		1871	83

PEDESTRIAN INDICATION ITEM ESTIMATE

ITEM NUMBER	DESCRIPTION	UNIT	PED-1	PED-2	PED-3	PED S-1	PED S-2	TOTAL
680.6808	TRAFFIC SIGNAL POLE, BRACKET MOUNT, 8 FT MOUNTING HT	EA	1	1	1			3
680.81330010	AUDIBLE PEDESTRIAN SIGNAL	EA	1	2	2	1	2	8
680.813103	PED SIGNAL SECTION - TYPE1, 12 INCH	EA	2	4	4	2	4	16
680.813105	PED SIGNAL MODULE - 12 INCH BI-MODAL HAND / MAN	EA	1	2	2	1	2	8
680.8141	PED SIGNAL BRKT MOUNT ASSY	EA	1	2	2	1	2	8
680.81500010	PED COUNT-DOWN TIMER	EA	1	2	2	1	2	8

D262305

AFFIX SEAL: M.J.D.
ON: 8-2-2015

ALTERED BY:
ON:

STATE OF NEW YORK
MICHAEL J. DUVAL
LICENSED PROFESSIONAL ENGINEER
07.4098

D262305

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
NO CHANGES

SH 1540 SAUGERTIES VILLAGE; ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY; ULSTER

PIN 8809.20

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL TABLES
SIGNAL NO. U-4
US ROUTE 9W AT PARTITION STREET

CONTRACT NUMBER D262305

DRAWING NO. U-4-04

SHEET NO. 10-F-15

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

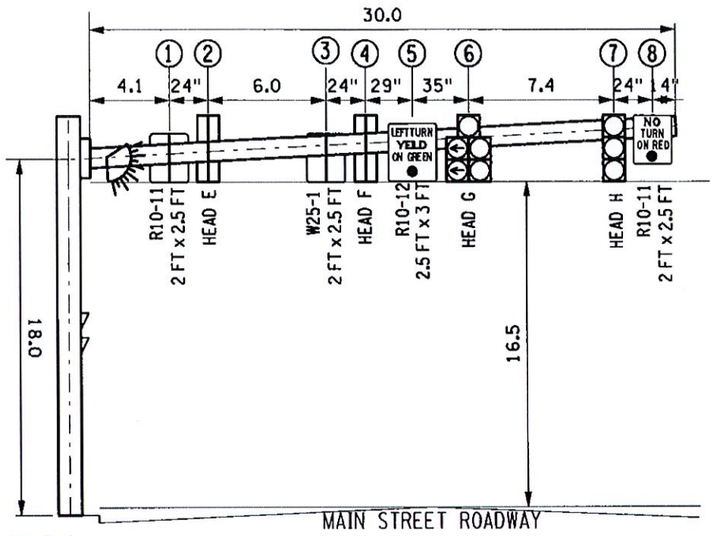
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: RT 9W AT PARTITION ST_TBLS.DGN

D262305

AS BUILT FIELD CHANGE SHEET

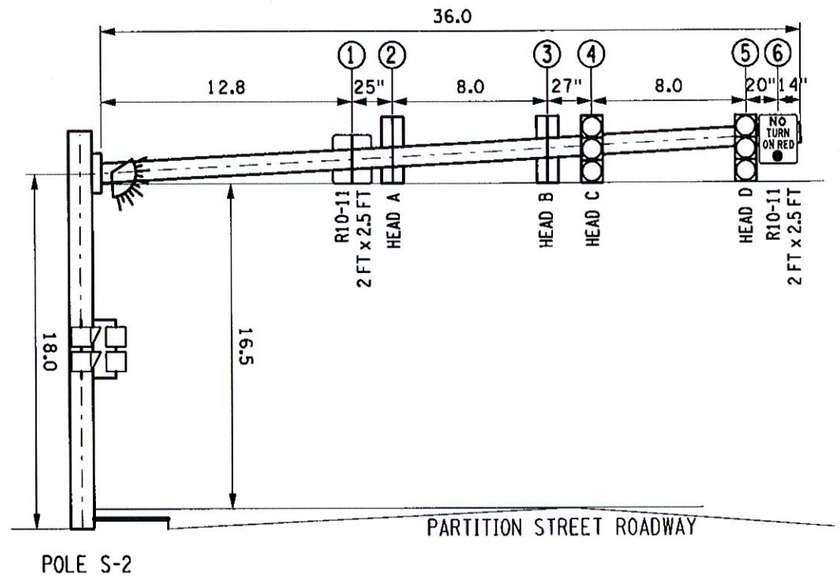
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET



POLE S-1

(SEE DWG U-4-08 "S.E. QUADRANT SIDEWALK WORK DETAILS" FOR LOCATION)

MAST ARM LOAD TABLE (S-1)					
LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	SIGN 2' x 2'-6"		28	5	5
2	SIGNAL	3	50.25	3.72	12
3	SIGN 2' x 2'-6"		28	5	5
4	SIGNAL	3	50.25	3.72	12
5	SIGN 2'-6" x 3'		33	7	7
6	SIGNAL	5	99.5	6.2	20
7	SIGNAL	3	50.25	3.72	12
8	SIGN 2' x 2'-6"		28	5	5



POLE S-2

(SEE DWG U-4-09 "S.W. QUADRANT SIDEWALK WORK DETAILS" FOR LOCATION)

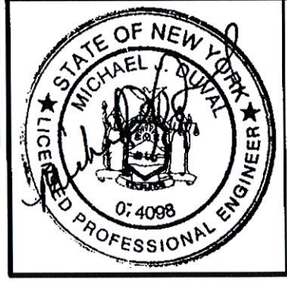
MAST ARM LOAD TABLE (S-2)					
LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	SIGN 2' x 2'-6"		28	5	5
2	SIGNAL	3	50.25	3.72	12
3	SIGNAL	3	50.25	3.72	12
4	SIGNAL	3	50.25	3.72	12
5	SIGNAL	3	50.25	3.72	12
6	SIGN 2' x 2'-6"		28	5	5

COMPLETED SEP 2 3 2015

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.

D262305

AFFIX SEAL: M. J. DUVAL
ON: 3-2-2015



ALTERED BY:
ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
NO CHANGES

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY: ULSTER

PIN 8809.20

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

MAST ARM LOAD TABLES
SIGNAL NO. U-4
US ROUTE 9W AT PARTITION STREET

CONTRACT NUMBER D262305

DRAWING NO. U-4-05

SHEET NO. 10-F-16

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: RT 9W AT PARTITION ST_TBLS.DGN

PROJECT MANAGER
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 27-FEB-2015 14:09
DATE/TIME = ssmith1
USER = ssmith1

D262305

AS BUILT FIELD CHANGE SHEET

THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

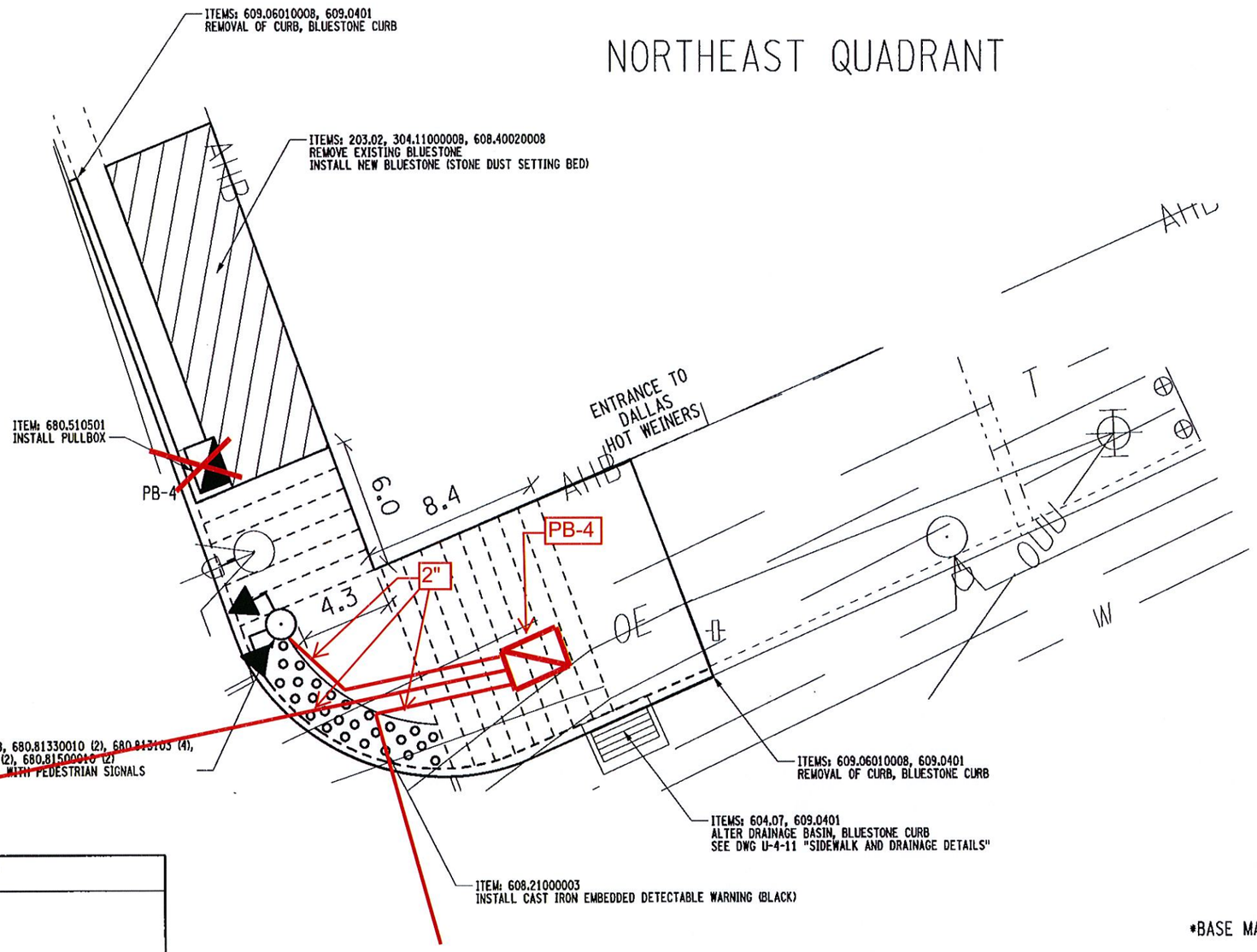
D262305

COMPLETED SEP 2 3 2015

D262305
PIN 8809.20
SFY 13/14/15 SIGNAL REQUIREMENTS
VARIOUS COUNTIES
Dow Electric, Inc.

GRID NORTH

NORTHEAST QUADRANT



LEGEND

ITEMS: 203.02, 304.11000008, 608.40020008
REMOVE EXISTING BLUESTONE
INSTALL NEW BLUESTONE (STONE DUST SETTING BED)

2 0 2 4 6 8 10'
1" = 5'

*BASE MAPPING CREATED BY AERIAL PHOTO- NOT SURVEY

D262305

AFFIX SEAL: M. J. Duval ON: 3-2-2015	ALTERED BY: ON:

STATE OF NEW YORK - MICHAEL J. DUVAL - LICENSED PROFESSIONAL ENGINEER 074098

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

Pullbox and conduit relocation

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET & MAIN ST SH 5601 SAUGERTIES VILLAGE VILLAGE OF SAUGERTIES COUNTY: ULSTER	PIN 8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED N.E. QUADRANT SIDEWALK WORK DETAILS SIGNAL NO. U-4 US ROUTE 9W AT PARTITION STREET	CONTRACT NUMBER D262305 DRAWING NO. U-4-06 SHEET NO. 10-F-17

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 08

DOCUMENT NAME: rte 9w at partition st_trf_dtl.NE.dgn

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 25-MAR-2015 07:47
DATE/TIME = ssmith1
USER = ssmith1

D262305

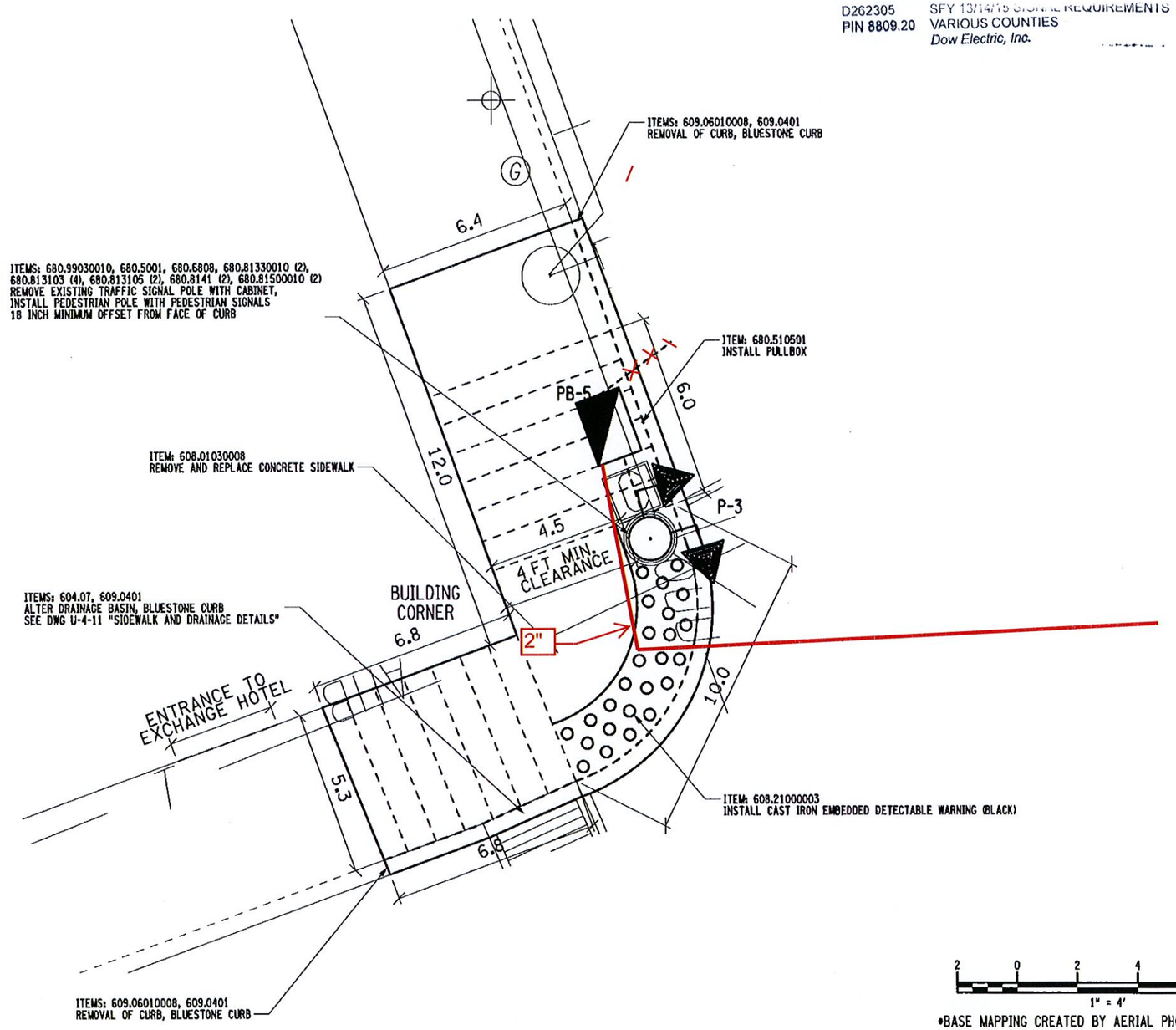
AS BUILT FIELD CHANGE SHEET
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

COMPLETED SEP 2 3 2015
D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.

GRID NORTH

NORTHWEST QUADRANT



2 0 2 4 6 8'
1" = 4'

•BASE MAPPING CREATED BY AERIAL PHOTO- NOT SURVEY

D262305

AFFIX SEAL: M. J. DUVAL
ON: 3.2.2015

ALTERED BY:
ON:

STATE OF NEW YORK
MICHAEL J. DUVAL
07 4098
LICENSED PROFESSIONAL ENGINEER

D262305

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS	PIN8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
Conduit relocation	SH 5601 SAUGERTIES VILLAGE				N.W. QUADRANT SIDEWALK WORK DETAILS	D262305
	VILLAGE OF SAUGERTIES				SIGNAL NO. U-4	DRAWING NO. U-4-07
					US ROUTE 9W AT PARTITION STREET	SHEET NO. 10-F-18
	COUNTY: ULSTER					

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8
DOCUMENT NAME: RTE 9W AT PARTITION ST_TRF_DTL_NW.DGN

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 25-MAR-2015 07:49
USER = ssmith1

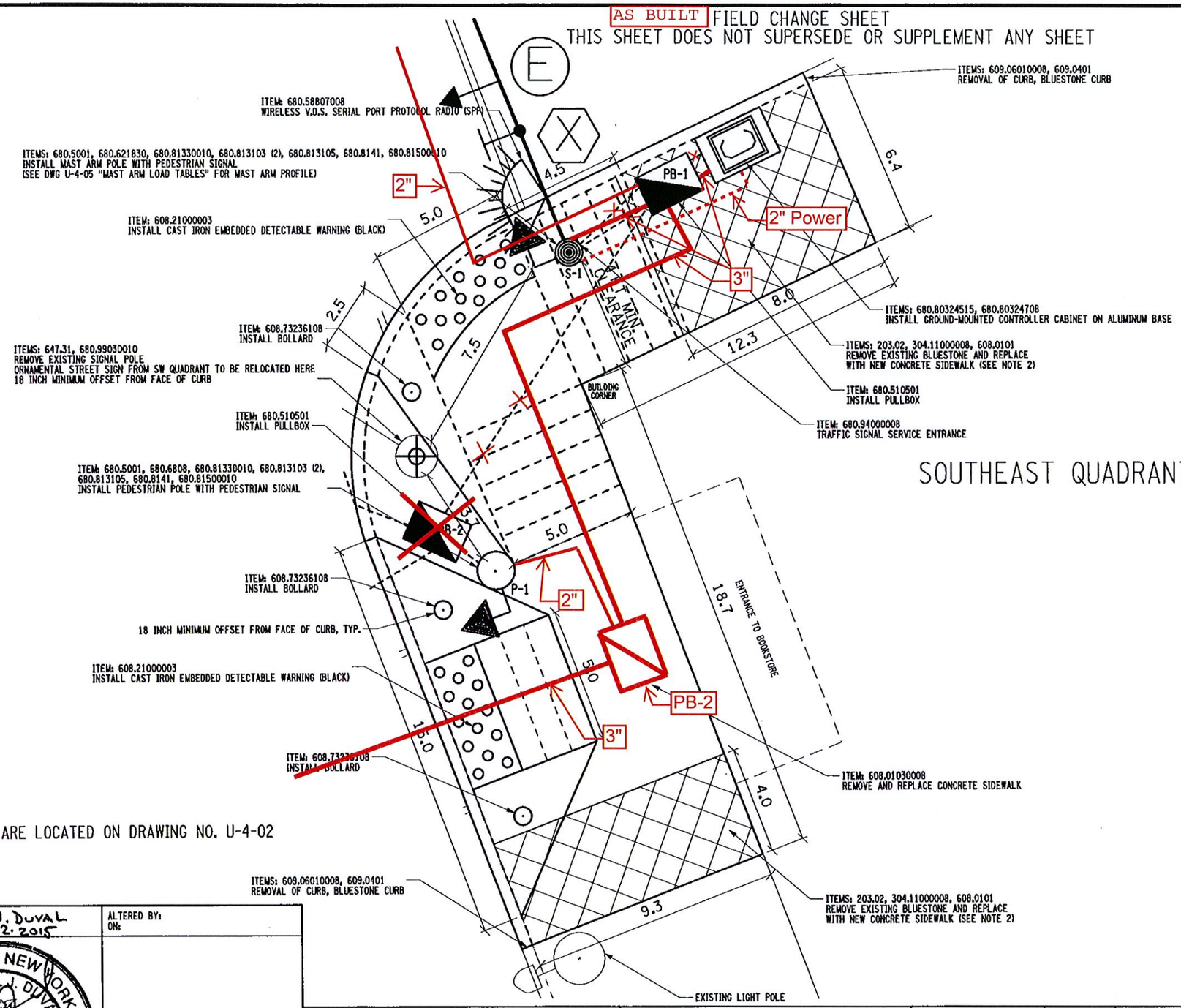
D262305

AS BUILT FIELD CHANGE SHEET
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

COMPLETED SEP 2 3 2015

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.



NOTES ARE LOCATED ON DRAWING NO. U-4-02

LEGEND

ITEMS: 203.02, 304.11000008, 608.0101
REMOVE EXISTING BLUESTONE AND REPLACE
WITH NEW CONCRETE SIDEWALK

2 0 2 4 6 8'
1" = 4'

•BASE MAPPING CREATED BY AERIAL PHOTO- NOT SURVEY

D262305

AFFIX SEAL: M. J. DUVAL 3.2.2015
D262305

ALTERED BY:
ON:

STATE OF NEW YORK
MICHAEL J. DUVAL
074098
LICENSED PROFESSIONAL ENGINEER

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS	PIN 8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
Pullbox and conduit relocation	SH 5601 SAUGERTIES VILLAGE				S.E. QUADRANT SIDEWALK WORK DETAILS	D262305
	VILLAGE OF SAUGERTIES				SIGNAL NO. U-4	DRAWING NO. U-4-08
	COUNTY: ULSTER				US ROUTE 9W AT PARTITION STREET	SHEET NO. 10-F-19

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8
DOCUMENT NAME: RTE 9W AT PARTITION ST_TRF_DTL_SE.DGN

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 25-MAR-2015 07:50
USER = ssmith1

D262305

AS BUILT FIELD CHANGE SHEET

THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

PROJECT MANAGER

CHECK

DRAFTING

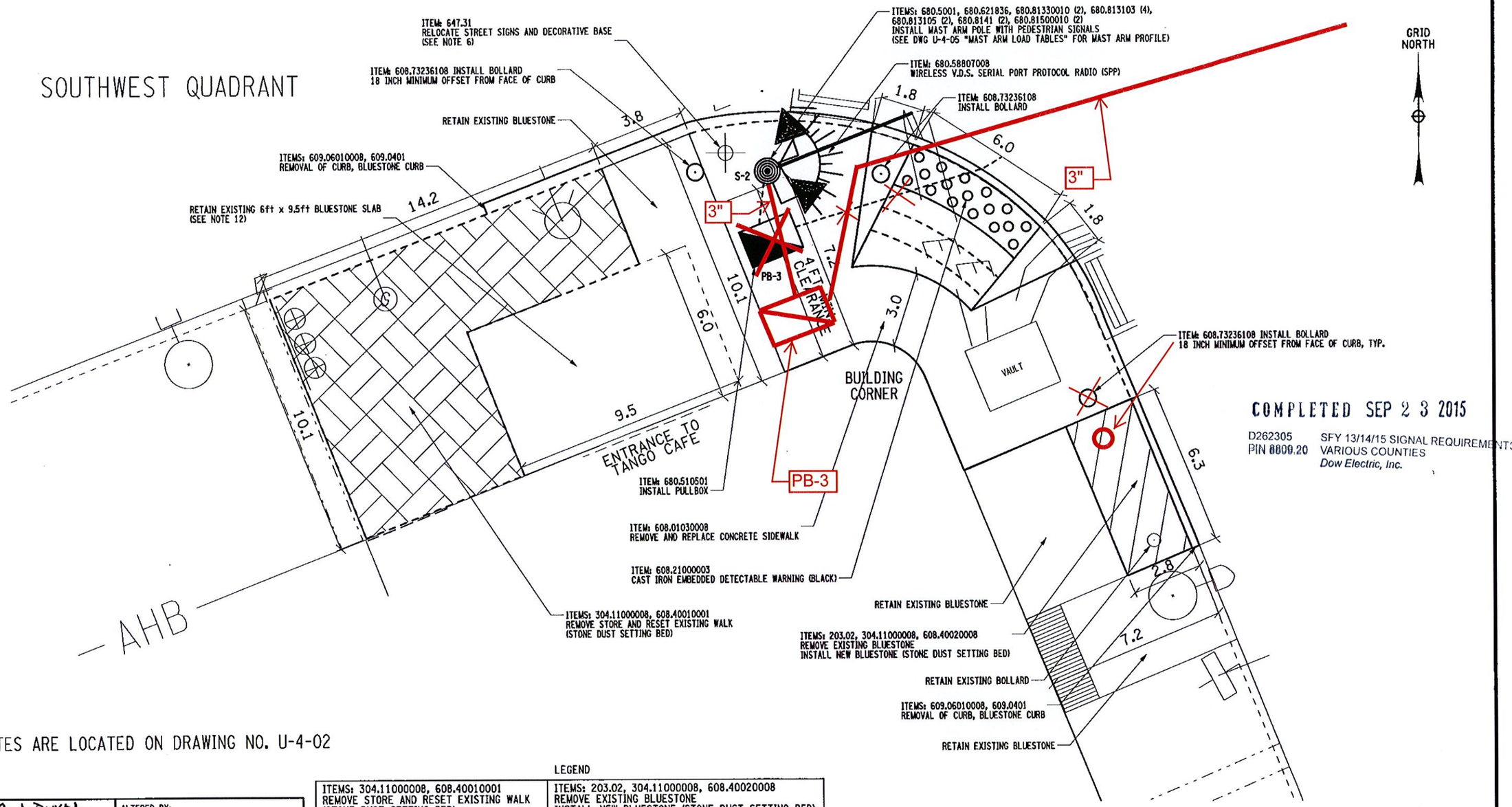
CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = 25-MAR-2015 07:52
DATE/TIME = ssmith1
USER =



NOTES ARE LOCATED ON DRAWING NO. U-4-02

COMPLETED SEP 2 3 2015

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.

LEGEND

ITEMS: 304.11000008, 608.40010001 REMOVE STORE AND RESET EXISTING WALK (STONE DUST SETTING BED)	ITEMS: 203.02, 304.11000008, 608.40020008 REMOVE EXISTING BLUESTONE INSTALL NEW BLUESTONE (STONE DUST SETTING BED)

*BASE MAPPING CREATED BY AERIAL PHOTO- NOT SURVEY

D262305

D262305

AFFIX SEAL: M. J. DUVAL
ON: 3.2.2015

STATE OF NEW YORK
MICHAEL J. DUVAL
LICENSED PROFESSIONAL ENGINEER
076098

ALTERED BY:
ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

Pullbox and conduit relocation
Bollard relocation

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS	PIN 8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D262305
SH 5601 SAUGERTIES VILLAGE				S.W. QUADRANT SIDEWALK WORK DETAILS	DRAWING NO. U-4-09
VILLAGE OF SAUGERTIES				SIGNAL NO. U-4	SHEET NO. 10-F-20
				US ROUTE 9W AT PARTITION STREET	
COUNTY: ULSTER					

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: RTE 9W AT PARTITION ST_TRF_DTL_SW.DGN

D262305

AS BUILT FIELD CHANGE SHEET

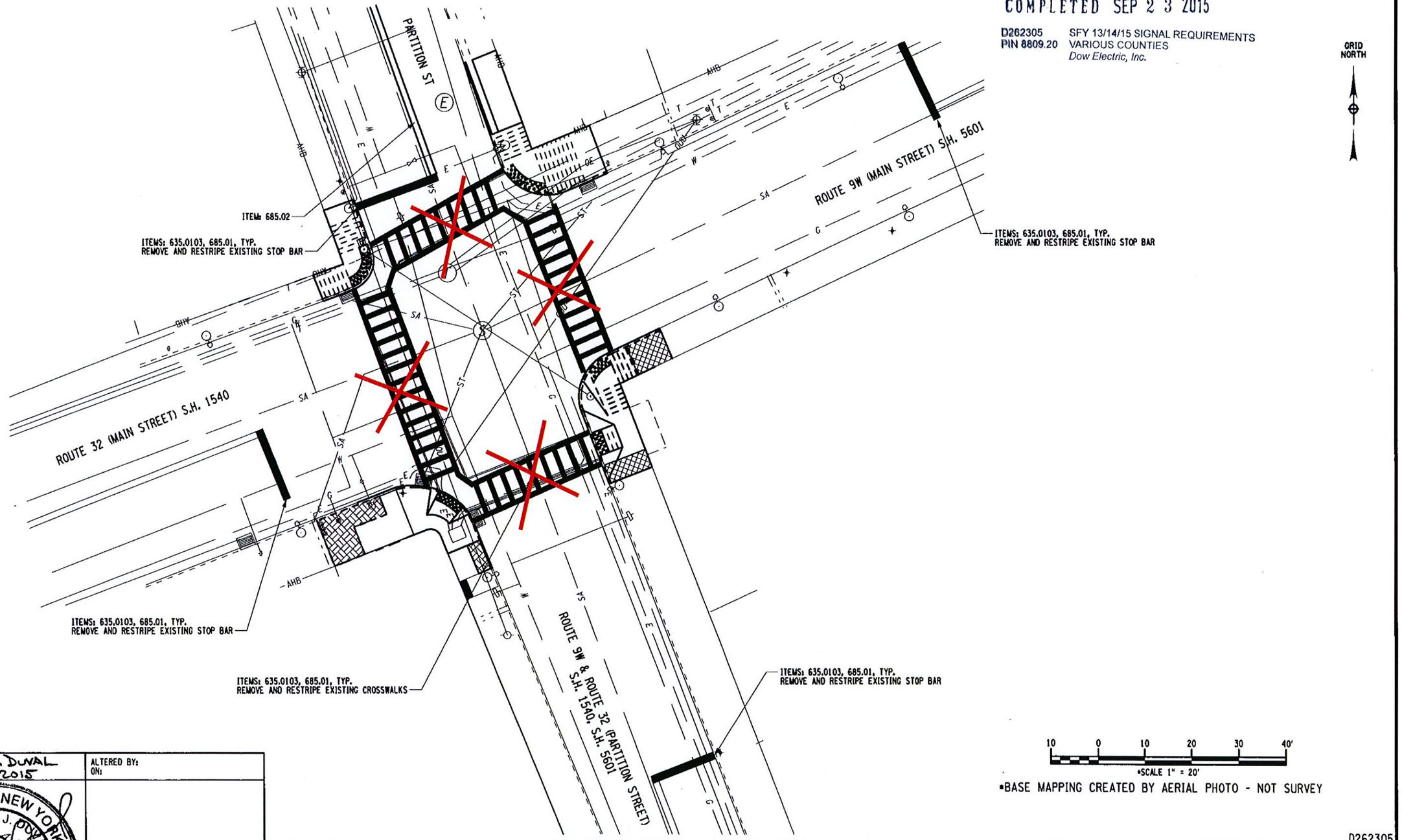
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

COMPLETED SEP 2 3 2015

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.

GRID NORTH



10 0 10 20 30 40'
•SCALE 1" = 20'

•BASE MAPPING CREATED BY AERIAL PHOTO - NOT SURVEY

D262305

AFFIX SEAL: M.S. DUVAL ON: 3-2-2015	ALTERED BY: ON:

STATE OF NEW YORK ★ MICHAEL J. DUVAL ★ LICENSED PROFESSIONAL ENGINEER ★ 074098

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
Pavement markings for crosswalks eliminated

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS	PIN 8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D262305
SH 5601 SAUGERTIES VILLAGE				PAVEMENT MARKING PLAN SIGNAL NO. U-4 US ROUTE 9W AT PARTITION STREET	DRAWING NO. U-4-10
VILLAGE OF SAUGERTIES					SHEET NO. 10-F-21
COUNTY: ULSTER					

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

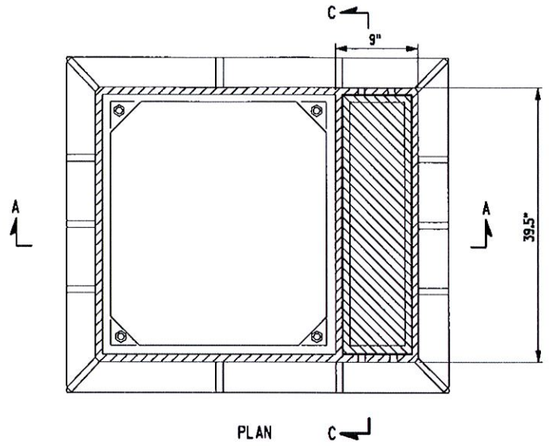
DOCUMENT NAME: RTE 9W AT PARTITION ST_PMP.DGN

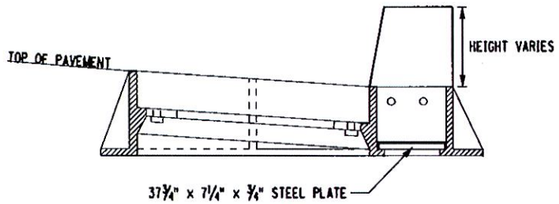
PROJECT MANAGER
CHECK
DRAFTING
DESIGN
CHECK
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 27-FEB-2015 14:13
USER = ssmith

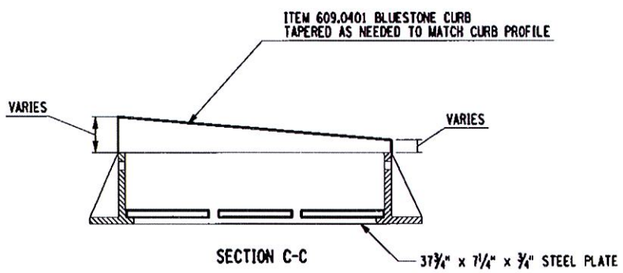
D262305

AS BUILT FIELD CHANGE SHEET
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET



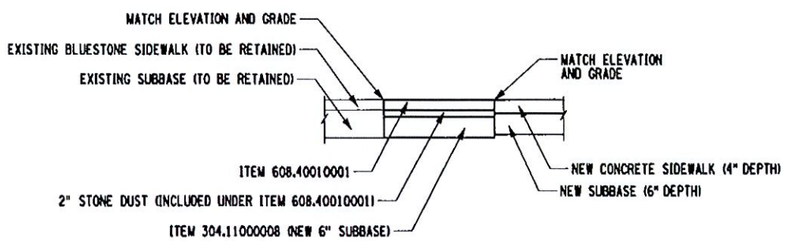


SECTION A-A
CAST FRAMES F1, F2, AND F3

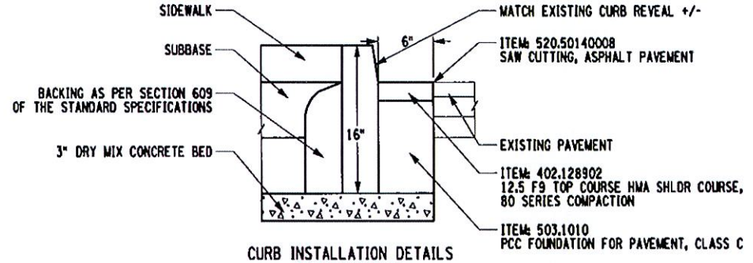


THE CONTRACTOR SHALL REMOVE THE EXISTING CURB BOX, PLACE STEEL PLATE AS SHOWN IN DETAIL AND CONSTRUCT TAPERED CURB AS REQUIRED.

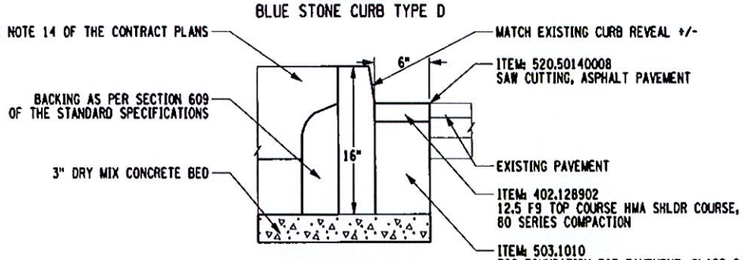
ITEM 604.07
ALTERING DRAINAGE STRUCTURE, LEACHING BASINS AND MANHOLES



ITEM 608.40010001
REMOVE, STORE AND RESET EXISTING WALK
(STONE DUST SETTING BED)



CURB INSTALLATION DETAILS
ITEM: 609.0104
BLUE STONE CURB TYPE D

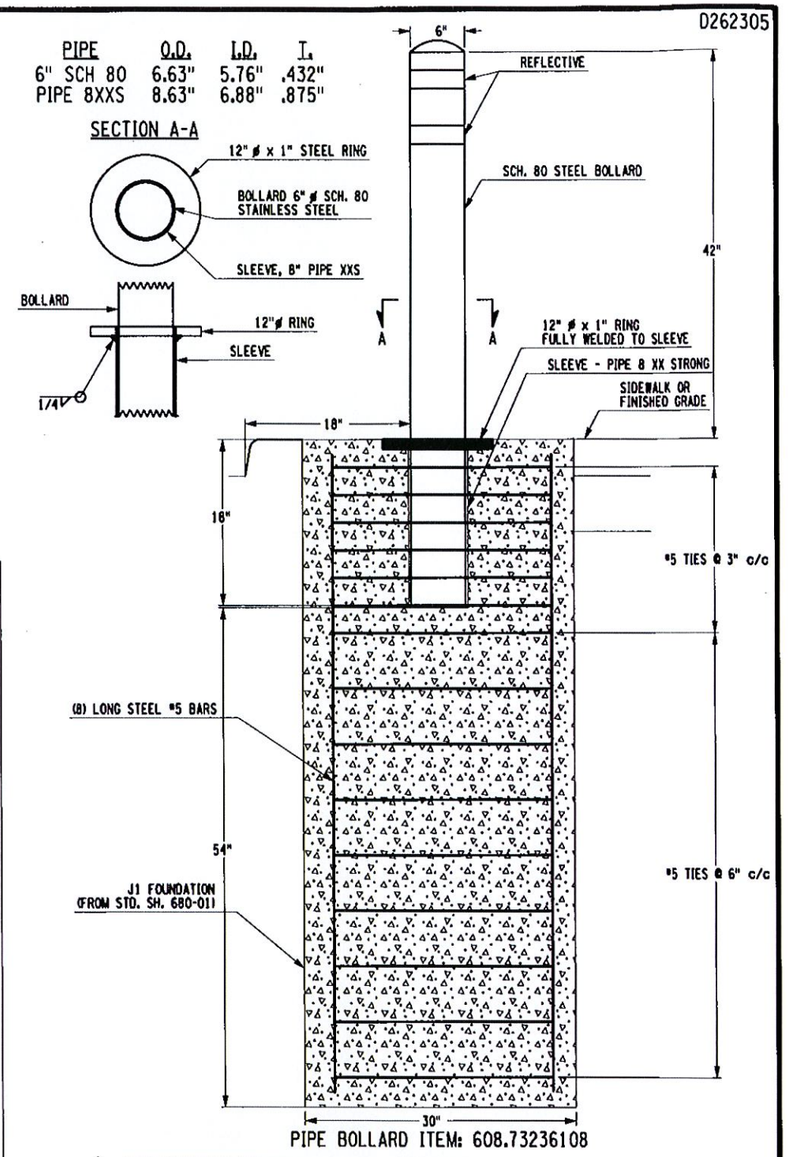


CURB INSTALLATION DETAILS
ITEM: 609.0104
BLUE STONE CURB TYPE D

BLUESTONE CURB NOTE
PRIOR TO INSTALLATION THE CONTRACTOR SHALL FIELD MEASURE ALL EXISTING CURB RADII AND LAYOUT ON PAPER THE PROPOSED JOINTS FOR APPROVAL BY THE ENGINEER IN CHARGE

PIPE	O.D.	I.D.	T.
6" SCH 80	6.63"	5.76"	.432"
PIPE 8XXS	8.63"	6.88"	.875"

SECTION A-A



PIPE BOLLARD ITEM: 608.73236108

BOLLARD NOTES
SLEEVE MATERIAL: 8XXS A53 GRADE B
BOLLARD MATERIAL: 6" DIAMETER SCH. 80 STAINLESS STEEL
FINISH: POWDERCOATED BLACK (SEE NOTE 15 IN THE CONTRACT PLANS)
FOUNDATION SHALL BE CODE: J1
COST OF BOLLARD FOUNDATION TO BE INCLUDED IN ITEM 608.73236108

D262305

AFFIX SEAL: ON: M.J. DUVAL 3-2-2015	ALTERED BY: ON:

STATE OF NEW YORK - MICHAEL J. DUVAL - LICENSED PROFESSIONAL ENGINEER 074098

COMPLETED SEP 2 3 2015

D262305 PIN 8809.20 SFY 13/14/15 SIGNAL REQUIREMENTS VARIOUS COUNTIES
Dow Electric, Inc.

D262305

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS	PIN: 8809.20	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
NO CHANGES	SH 5601 SAUGERTIES VILLAGE				SIDEWALK AND DRAINAGE DETAILS SIGNAL NO. U-4 US ROUTE 9W AT PARTITION STREET	D262305
						DRAWING NO. U-4-11
	VILLAGE OF SAUGERTIES					SHEET NO. 10-F-22
	COUNTY: ULSTER					

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8
DOCUMENT NAME: 880920_CPH_ORD.DGN

PROJECT MANAGER | CHECK | DRAFTING | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

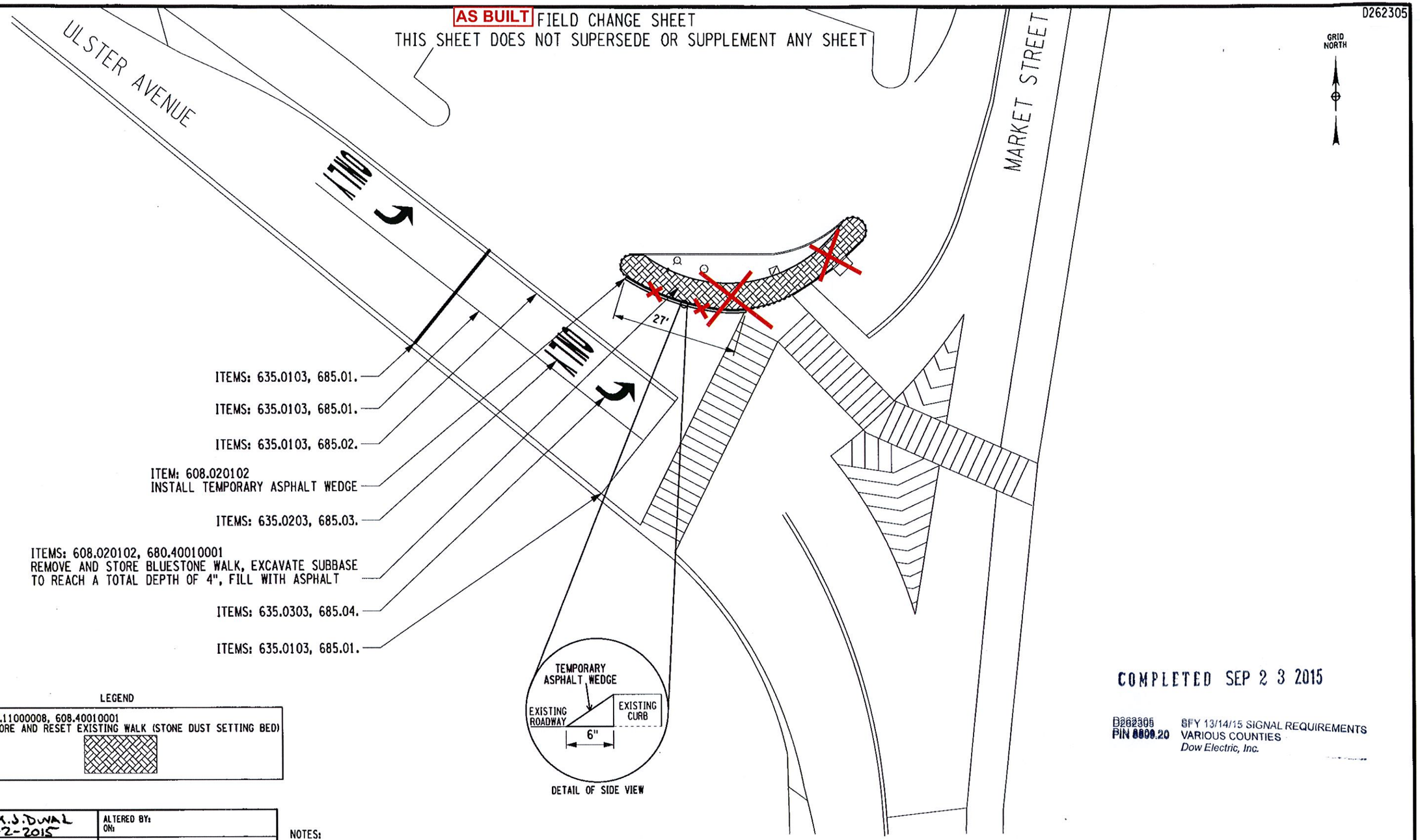
FILE NAME = 02-MAR-2015 14:54
DATE/TIME = ssmith1
USER =

D262305

AS BUILT FIELD CHANGE SHEET

THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305



LEGEND

ITEMS: 304.11000008, 608.40010001
REMOVE STORE AND RESET EXISTING WALK (STONE DUST SETTING BED)

COMPLETED SEP 2 3 2015

D262305
PIN 8809.20
SFY 13/14/15 SIGNAL REQUIREMENTS
VARIOUS COUNTIES
Dow Electric, Inc.

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 02-MAR-2015 14:54
DATE/TIME = ssmith1
USER =

D262305

AFFIX SEAL:	ALTERED BY:
ON: 3-M.J.DUVAL 3-2-2015	ON:

STATE OF NEW YORK · MICHAEL J. DUVAL · LICENSED PROFESSIONAL ENGINEER · 074098

NOTES:

PRIOR TO IMPLEMENTING THE DETOUR, THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE THE BLUESTONE WALK. ANY REMAINING SUBBASE MATERIAL SHALL BE EXCAVATED TO REACH A TOTAL DEPTH OF 4 INCHES. THE CONTRACTOR SHALL FILL THE EXCAVATED AREA WITH 4 INCHES OF ASPHALT. THE CONTRACTOR SHALL THEN INSTALL AN ASPHALT WEDGE ALONG THE CURBLINE. UPON COMPLETION OF THE TRAFFIC SIGNAL INSTALLATION THE CONTRACTOR SHALL REMOVE THE ASPHALT WEDGE AND ASPHALT FILL AND THEN RESET THE BLUESTONE WALK.

D262305

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
All work at the island eliminated

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY: ULSTER

PIN 8809.20

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

WORK ZONE TRAFFIC CONTROL
ULSTER AVE AT MARKET STREET

CONTRACT NUMBER D262305

DRAWING NO. U-4-12

SHEET NO. 10-F-23

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: WZTC.DGN

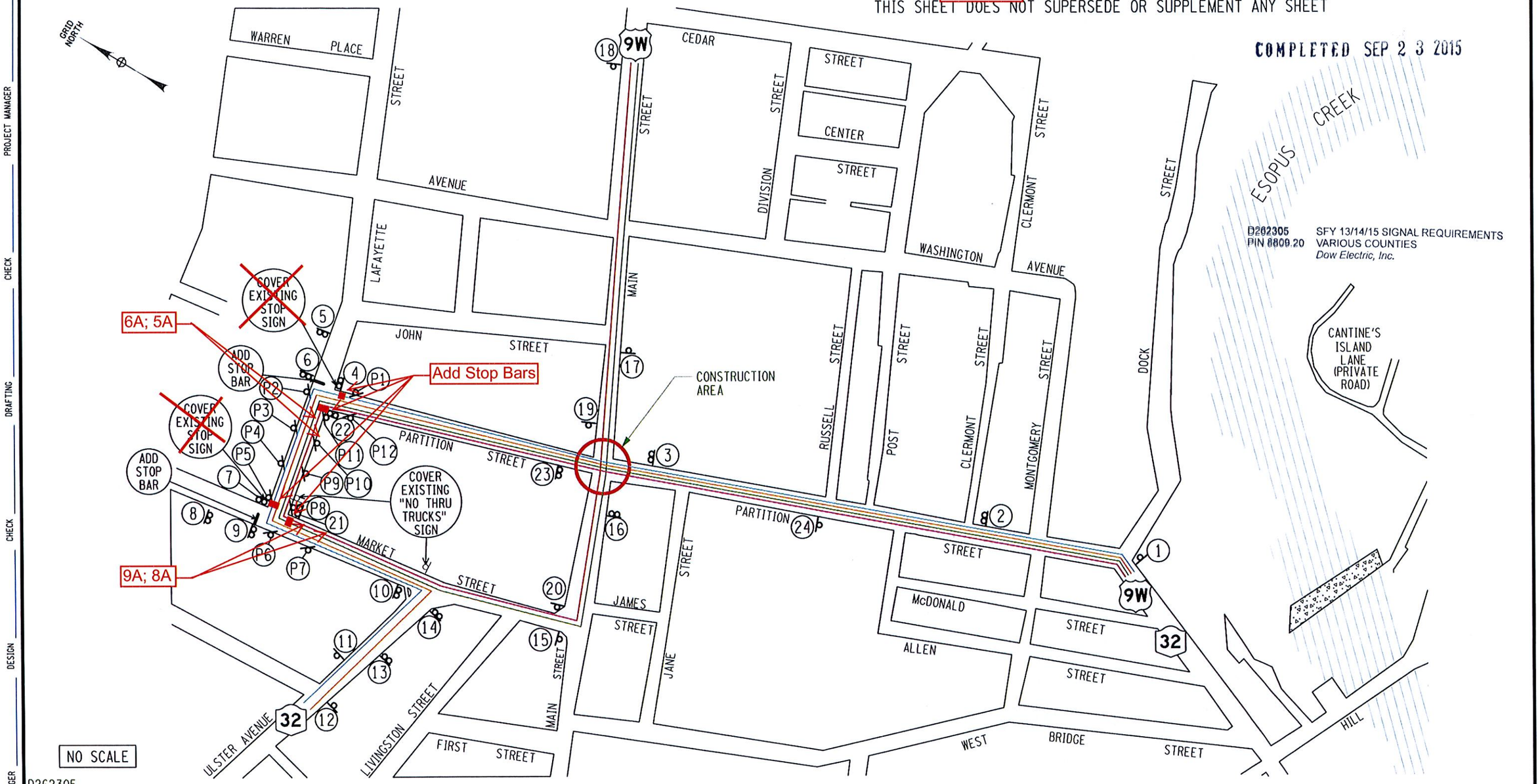
D262305

AS BUILT FIELD CHANGE SHEET
THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET

D262305

COMPLETED SEP 2 3 2015

PROJECT MANAGER
CHECK
DRAFTING
DESIGN
CHECK
JOB MANAGER
DESIGN SUPERVISOR



D262305

D262305 SFY 13/14/15 SIGNAL REQUIREMENTS
PIN 8809.20 VARIOUS COUNTIES
Dow Electric, Inc.

AFFIX SEAL: M. J. DUVAL
ON: 3-2-15

STATE OF NEW YORK
MICHAEL J. DUVAL
LICENSED PROFESSIONAL ENGINEER
07 4098

ALTERED BY:
ON:

NOTES:
1. "NO PARKING" SIGNS SHALL BE PLACED 100 FEET APART AND 50 FEET BACK FROM ALL CORNERS.
2. SIGN PLACEMENT ON THIS SHEET IS APPROXIMATE. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH 619 STANDARD SHEETS AND THE MUTCD.
3. FLASHING WARNING LIGHTS ARE REQUIRED ON ALL TEMPORARY "STOP" AND "STOP AHEAD" SIGNS. PAID UNDER ITEM 619.01.

LEGEND
- DETOUR RTE 32 SB TO RTE 9W/32 SB
- DETOUR RTE 9W SB TO RTE 9W/32 SB
- DETOUR RTE 9W/32 NB TO RTE 9W NB
- DETOUR RTE 9W/32 NB TO RTE 32 NB

D262305

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
Extra Stop & Stop Ahead signs - 4 Ea
4 Extra Stop bars
Not covering 2 ea existing Stop signs

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY: ULSTER

PIN 8809.20

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

WORK ZONE TRAFFIC CONTROL
SIGNAL NO. U-4
US ROUTE 9W AT PARTITION STREET

CONTRACT NUMBER
D262305
DRAWING NO. U-4-13
SHEET NO. 10-F-24

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: WZTC.DGN

FILE NAME = 03-APR-2015 13:22
DATE/TIME = ssmith1
USER =

D262305 — AS BUILT FIELD CHANGE SHEET – THIS SHEET DOES NOT SUPERSEDE OR SUPPLEMENT ANY SHEET — D262305

TABLE OF DETOUR SIGNS

LOC.	ITEM	TEXT	QTY.
(1) (12) (18)	645.5102 645.81 (1)	DETOUR AHEAD W20-2A (30"x30")	3
(2) (3)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") NORTH M3-1 (24" x 12") 9W M1-4 (24" x 24") M6-3 (21" x 15") NO TURNS R3-3 (24" x 24") DETOUR M4-8 (24" x 12") NORTH M3-1 (24" x 12") 32 NYM3-1 (24" x 24") M6-3 (21" x 15") NO TURNS R3-3 (24" x 24")	2
(4) (7)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") NORTH M3-1 (24" x 12") 9W M1-4 (24" x 24") 32 NYM3-1 (24" x 24") M6-1L (21" x 15")	2
(5) (8) 5A 8A	645.5102 645.81 (2)	W3-1 (30"x30")	2
(6) (9) 6A 9A	645.5202 645.81 (2)	STOP R1-1 (48"x48")	2
(10)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") NORTH M3-1 (24" x 12") 9W M1-4 (24" x 24") M5-1L (21" x 15") DETOUR M4-8 (24" x 12") NORTH M3-1 (24" x 12") 32 NYM3-1 (24" x 24") M6-1R (21" x 15")	1
(11) (17) (24)	645.5102 645.81 (1)	END DETOUR M4-8A (24" x 18")	3
(13)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 32 NYM3-1 (24" x 24") 9W M1-4 (24" x 24") M5-1L (21" x 15")	1
(14)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 32 NYM3-1 (24" x 24") 9W M1-4 (24" x 24") M6-1L (21" x 15")	1
(15)	645.5102 645.81 (1)	DETOUR M4-8 (24" x 12") NORTH M3-1 (24" x 12") 9W M1-4 (24" x 24") M6-1L (21" x 15")	1
(16)	645.5102 645.81 (2)	ALL TRAFFIC NYR3-14 (36" x 48") NO TURNS R3-3 (24" x 24")	1
(19)	645.5102 645.81 (1)	DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 9W M1-4 (24" x 24") M6-3 (21" x 15") NO TURNS R3-3 (24" x 24")	1
(20)	645.5102 645.81 (1)	DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 9W M1-4 (24" x 24") M6-1R (21" x 15")	1
(21) (22)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 9W M1-4 (24" x 24") 32 NYM3-1 (24" x 24") M6-1R (21" x 15")	1
(23)	645.5102 645.81 (2)	DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 9W M1-4 (24" x 24") M6-3 (21" x 15") NO TURNS R3-3 (24" x 24") DETOUR M4-8 (24" x 12") SOUTH M3-3 (24" x 12") 32 NYM3-1 (24" x 24") M6-3 (21" x 15") NO TURNS R3-3 (24" x 24")	1
(P1) (P2) (P3) (P4) (P5) (P6) (P7) (P8) (P9) (P10) (P11) (P12)	645.5102 645.81 (1)	R8-3 (24"x 24")	12

COMPLETED SEP 2 3 2015

D262305
PIN 8809.20

SFY 13/14/15 SIGNAL REQUIREMENTS
VARIOUS COUNTIES
Dow Electric, Inc.

D262305

AFFIX SEAL: M.J. DUVAL
ON: 3-2-2015

STATE OF NEW YORK · MICHAEL J. DUVAL · LICENSED PROFESSIONAL ENGINEER · 074098

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

2 ea extra Stop signs 6A & 9A
2 ea extra Stop Ahead signs 5A & 8A

SH 1540 SAUGERTIES VILLAGE: ULSTER AVE, MARKET AND MAIN STREETS
SH 5601 SAUGERTIES VILLAGE
VILLAGE OF SAUGERTIES
COUNTY: ULSTER

PIN 8809.20 | BRIDGES | CULVERTS | ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DETOUR SIGN TABLE
SIGNAL NO. U-4
US ROUTE 9W AT PARTITION STREET

CONTRACT NUMBER D262305
DRAWING NO. U-4-14
SHEET NO. 10-F-25

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8
DOCUMENT NAME: WZTC.DGN

PROJECT MANAGER — CHECK — DRAFTING — DESIGN — JOB MANAGER — DESIGN SUPERVISOR

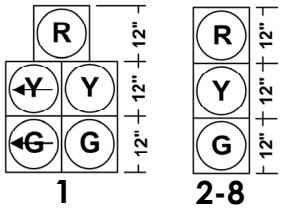
FILE NAME = 02-MAR-2015 11:55
DATE/TIME = ssmithi
USER =

U-4
Signal #

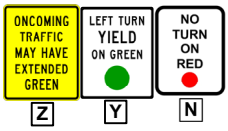
STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Village of ***SAUGERTIES***

Signal: **U-4**
File: 51.06-9W
D/HWP: D262305
PIN: 8809.20

FACES



SIGNS



Phase Sequence

1	3
5	6

Mar 2015
PLAN OF OPERATION

Printed: 2/9/2023

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		12		10	3		
Gap, Ext	2		4		2	2		
Max 1	40		40		40	10		
Max 2								
Yel Clearance	4		4	3	4	4		
Red Clearance	3		3		3	3		
Walk				7				
Ped Clearance				14				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Enable	ON		ON	ON	ON	ON		
Min Recall	ON				ON			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls			ON					
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel				ON				
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1					13					25					37				
2					14					26					38				
3					15					27					39				
4					16					28					40				
5					17					29					41				
6					18					30					42				
7					19					31					43				
8					20					32					44				
9					21					33					45				
10					22					34					46				
11					23					35					47				
12					24					36					48				

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor									13	Coor								
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

6004

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Green	ON
2	1	Red	OFF
3	1	Red	ON
4	1	Red	ON
5	2	Green	ON
6	2	Red	ON
7	2	Red	OFF
8	2	Red	OFF

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	0
MCE Timeout	0
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
1	Modifier Ø								Grn		9	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap								Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
2	Modifier Ø								Grn		10	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
3	Modifier Ø								Grn		11	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
4	Modifier Ø								Grn		12	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
5	Modifier Ø								Grn		13	Modifier Ø									Grn	
	Conf o0l								Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
6	Modifier Ø								Grn		14	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
7	Modifier Ø								Grn		15	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
8	Modifier Ø								Grn		16	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap								Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3		5	6	4	4	4	4			3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	YEL	Red	Red	Red	YEL	DRK	DRK	DRK	DRK	Red	Red	Red	Red	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22							EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25									BegGRN				
26									BegGRN				
27									BegGRN				
28									BegGRN				
29									BegGRN				
30									BegGRN				
31									BegGRN				
32									BegGRN				
33									BegGRN				
34									BegGRN				
35									BegGRN				
36									BegGRN				
37									BegGRN				
38									BegGRN				
39									BegGRN				
40									BegGRN				
41									BegGRN				
42									BegGRN				
43									BegGRN				
44									BegGRN				
45									BegGRN				
46									BegGRN				
47									BegGRN				
48									BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	30
2	3						45	50	30
3	5						45	50	30
4	6						45	50	5
5							45	50	2
6							45	50	2
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	5
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	vol	occ	Yell Lock	Red Lock	Ext	Add Init	Que	Call
33					ON	ON		ON
34					ON	ON		ON
35					ON	ON		ON
36					ON	ON		ON
37					ON	ON		ON
38					ON	ON		ON
39					ON	ON		ON
40					ON	ON		ON
41					ON	ON		ON
42					ON	ON		ON
43					ON	ON		ON
44					ON	ON		ON
45					ON	ON		ON
46					ON	ON		ON
47					ON	ON		ON
48					ON	ON		ON
49					ON	ON		ON
50					ON	ON		ON
51					ON	ON		ON
52					ON	ON		ON
53					ON	ON		ON
54					ON	ON		ON
55					ON	ON		ON
56					ON	ON		ON
57					ON	ON		ON
58					ON	ON		ON
59					ON	ON		ON
60					ON	ON		ON
61					ON	ON		ON
62					ON	ON		ON
63					ON	ON		ON
64					ON	ON		ON

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	1
30						NORM	1
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	4			
2	4			
3	4			
4	4			
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

6004 RTE 9W+32+212 @ PARTITION ST

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3]	Month of Year												Day of Week							Date																														Day Plan	Link To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 2

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 4

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 5

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 6

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 7

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 8

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 9

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 10

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 11

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 12

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 13

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 14

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 15

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	**1**											
2	**2**											
3	**3**											
4	**4**											
5	**5**											
6	**6**											
7	**7**											
8	**8**											
9	**9**											
10	**10**											
11	**11**											
12	**12**											
13	**13**											
14	**14**											
15	**15**											
16	**16**											
17	**17**											
18	**18**											
19	**19**											
20	**20**											
21	**21**											
22	**22**											
23	**23**											
24	**24**											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	**255**											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failure		
27	BIU Detector Failure	ON	ON
28	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	129	Ped Call 1
I1-8	130	Ped Call 2
I2-1	131	Ped Call 3
I2-2	132	Ped Call 4
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	189	
I4-2		
I4-3		
I4-4		
I4-5	29	Veh Call 29
I4-6	30	Veh Call 30
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	Src1	IO1	Fun1	O2Fcn	Inv2	Src2	IO2	Fun2	O3Fcn	Inv3	Src3	IO3	Fun3	Dly	Sec
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None
11	None
12	None
13	None
14	None
15	None
16	None
17	None
18	None
19	None
20	None
21	None

22	None
23	None
24	None
25	None
26	None
27	None
28	None
29	None
30	None
31	None
32	None
33	None
34	None
35	None
36	None
37	None
38	None
39	None
40	None
41	None
42	None

43	None
44	None
45	None
46	None
47	None
48	None
49	None
50	None
51	None
52	None
53	None
54	None
55	None
56	None
57	None
58	None
59	None
60	None
61	None
62	None
63	None
64	None

Com Parameters [6.1]

Station ID	6004
Group ID	0
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	None
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	0
SP6	1200	0
SP7	1200	0
SP8	1200	0

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	192	168	0	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	###			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	192	168	0	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	5001			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	None	0
ASYNC2	SP2	None	0
ASYNC3	SP3	None	0
ASYNC4	SP4	None	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVN	None	SYSUp	ASYNC2
CMU/MM	None	SYSDow	ASYNC1
Opticom	None	Shell	None
Loop De	None		
GPS	None		

U-4
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-4**
File: 51.06-9W
D/HWP: D262305
PIN: 8809.20

TABLE OF SWITCH PACKS

Date: 2/9/2023

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 *Flash=Y*	Ø1	Red	1	SP 1 R	14 / 10C – G - R / B	2	SP 1 R	14 / 05C - H - R
		Yellow		SP 1 Y	- O / B		SP 1 Y	- O
		Green		SP 1 G	- G / B		SP 1 G	- G
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3 *R*	Ø3	Red	5	SP 3 R	14 / 05C - C - R	6	SP 3 R	14 / 05C - D - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4.				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5. *Y*	Ø5	Red	3	SP 5 R	14 / 05C - F - R	4	SP 5 R	14 / 05C - E - R
		Yellow		SP 5 Y	- O		SP 5 Y	- O
		Green		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6. *W*	Ø6	- - - - -	1	SP 6 R	- - - - -		SP 6 R	
		⇐		SP 6 Y	14 / 10C – G - O / B		SP 6 Y	
		←		SP 6 G	- G / B		SP 6 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
7. *W*	PED-1 Ø4	HAND	21	SP 7 R	14 / 05C - 1P - R		SP 7 R	
		- - - - - - -		SP 7 Y	- - - - -		SP 7 Y	
		MAN		SP 7 G	- G		SP 7 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
8 *W*	PED-2 Ø4	HAND	22	SP 8 R	14 / 05C - 2P - R		SP 8 R	
		- - - - - - -		SP 8 Y	- - - - -		SP 8 Y	
		MAN		SP 8 G	- G		SP 8 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
9 *W*	PED-3 Ø4	HAND	23	SP 9 R	14 / 05C - 3P - R		SP 9 R	
		- - - - - - -		SP 9 Y	- - - - -		SP 9 Y	
		MAN		SP 9 G	- G		SP 9 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
10 *W*	PED-4 Ø4	HAND	24	SP 10 R	14 / 05C - 4P - R		SP 10 R	
		- - - - - - -		SP 10 Y	- - - - -		SP 10 Y	
		MAN		SP 10 G	- G		SP 10 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
11.				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13 *R*	Ø3	Red	7	SP 13 R	14 / 05C - B - R	8	SP 13 R	14 / 05C - A - R
		Yellow		SP 13 Y	- O		SP 13 Y	- O
		Green		SP 13 G	- G		SP 13 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
15				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Ground Wire		Grnd Bus			Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

U-4
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

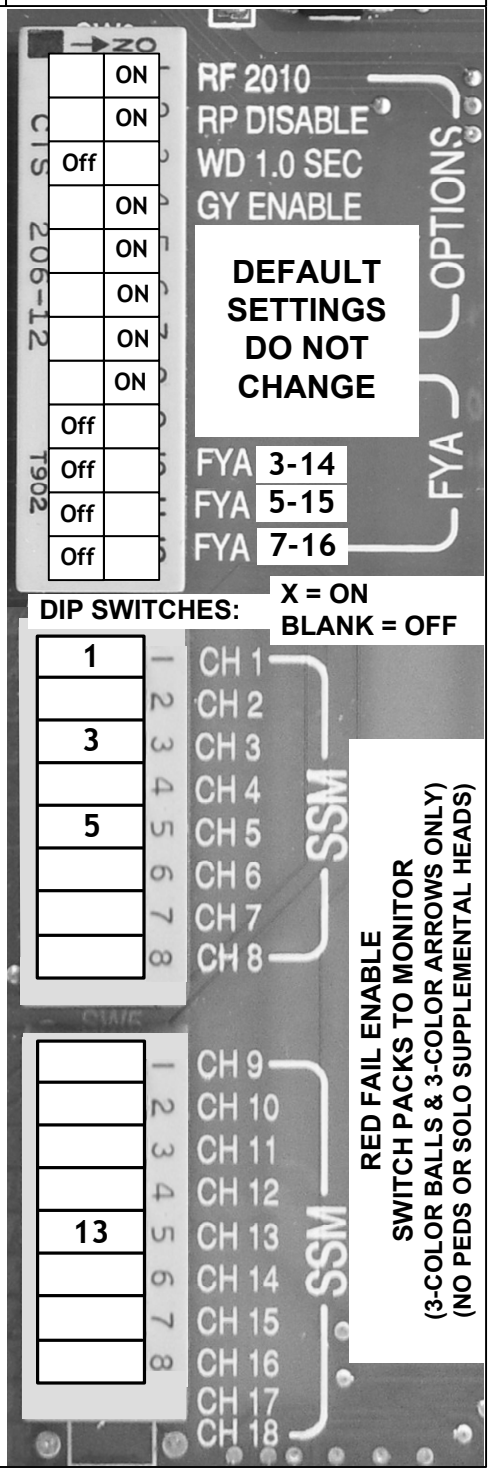
Signal: **U-4**
File: 51.06-9W
D/HWP: D262305
PIN: 8809.20
Date: 2/9/2023

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)		
1 - 5		
1 - 6		
3 - 13		
7 - 8		
7 - 9		
7 - 10		
8 - 9		
8 - 10		
9 - 10		

YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS	
1	
2	
3	
4	
5	
6	
7	X
8	X
9	X
10	X
11	
12	
13	
14	
15	
16	

210NYR MONITOR BOARD
(SWITCH PACKS TO MONITOR)



CURRENT MONITOR BOARD (IF USED)

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
2, 4, 6-12, 14-16

Notes:

_____

_____

_____

U-4
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-4**
File: 51.06-9W
D/HWP: D262305
PIN: 8809.20

Date: 2/9/2023

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	**Ø 1**	1	MICROWAVE		PRESENCE LOOP
2A, 2B	**Ø 5**	2	MICROWAVE		PRESENCE LOOP
3A, 3B	**Ø 3**	3	MICROWAVE		PRESENCE LOOP
4A, 4B	**Ø 3**	4	MICROWAVE		PRESENCE LOOP
5A, 5B		5			
6A, 6B		6			
7A, 7B		7			
8A, 8B		8			
9A, 9B					
10A, 10B					
11A, 11B		11			
12A, 12B		12			
13A, 13B		13			
14A, 14B		14			
15A, 15B		15			
16A, 16B		16			
17A, 17B		17			
18A, 18B		18			
19A, 19B					
20A, 20B					
21A, 21B	**PED 1 - Ø 4**	21	BUTTON		PEDESTRIAN
22A, 22B	**PED 2 - Ø 4**	22	BUTTON		PEDESTRIAN
23A, 23B	**PED 3 - Ø 4**	23	BUTTON		PEDESTRIAN
24A, 24B	**PED 4 - Ø 4**	24	BUTTON		PEDESTRIAN
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TE-26X

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D257019
PIN: 8460.26.321
File : 51.21-212

U-12 (SIGNAL NO(S)) | ULSTER (COUNTY)

INTERSECTION ROUTE 32 AT ROUTE 212

☐ CITY ☒ VILLAGE ☐ TOWN OF SAUGERTIES

Department Order filed 6-6-95 as Section 2051.21 Subdivision (e)

Prior specifications hereby superseded ☐ None ☒ September 5, 1973

Purpose : REINSTALLATION OF TRAFFIC SIGNAL CONTRACT D257019.

These specifications will be effective upon the ☐ Installation ☒ Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- ☐ Pretimed Signal
- ☐ Semi-traffic actuated signal
- ☒ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other

B.
- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian pushbuttons

as shown in the ☒ schematic ☐ scaled drawing on page 2

Be equipped with ☐ pre-emption ☐ interconnection and / or coordination which are described as follows

FILE SHOP CABINET

FINAL COPY

cc:
- ( ) ☐ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (2) ☒ SIGNAL SHOP
- ( ) ☐ _____

12/28/98 (Date) WDFitzpatrick (Signature) RTE (Title)

Installation Date _____

Modification Date 12/28/98

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U12 COUNTY # ULSTER DATE _____

D 257019

TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	7	8
∅ 1	G	G	R	R	R	R	R	R
∅ 5	R	R	G	G	R	R	R	R
∅ 6	R/←θ	R	R	R	R	R/θ→	R	R
∅ 1 + ∅ 5	G	G	G	G	R	R	R	R
∅ 1 + ∅ 6	G/←θ	G	R	R	R	R/θ→	R	R
∅ 3	R	R	R	R	G	G	G	G
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.			

TABLE OF CLEARANCES

TO \ FROM	G	G/←θ	R/←θ	R/θ→	R
G	G/G	G/←↑ / G	R/←↑ / R	R/θ→ / R/θ→	R/R
G/←θ	G/G		R/←θ / R/←θ		R/R
R/←θ	Y/R	Y/←θ / R/←θ			R/R
R/θ→	Y/R				R/R
R	Y/R	Y/←↑ / R	R/←↑ / R	R/↑→ / R	R/R

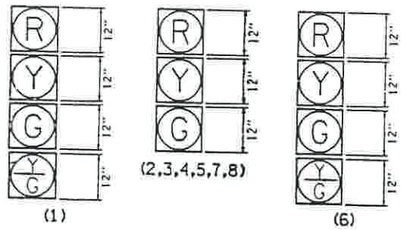
D257019

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		130	252

ROUTE 32/212
VILLAGE OF SAUGERTIES - S.H. 1540
TOWN OF SAUGERTIES - S.H. 142
ULSTER COUNTY

GRID NORTH

FACES



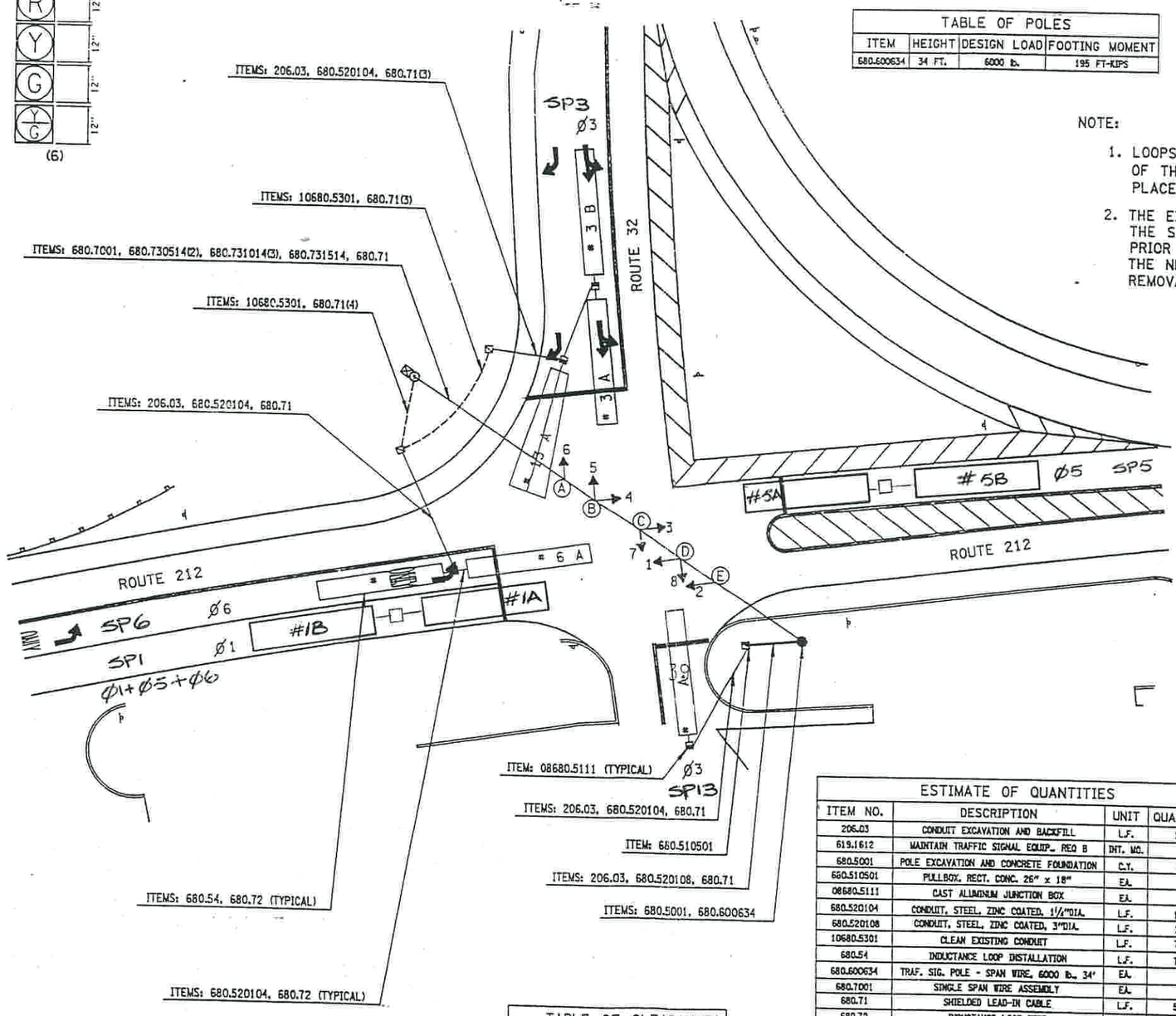


TABLE OF POLES			
ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.600634	34 FT.	6000 lb.	195 FT-KIPS

NOTE:

1. LOOPS NUMBERED 6A & 13A SHALL BE PLACED 30' IN FRONT OF THE STOP BAR. LOOPS NUMBERED 3A & /4-A SHALL BE PLACED 10' IN FRONT OF THE STOP BAR.
2. THE EXISTING SPAN & NEW SPAN SHALL NOT BE LOADED AT THE SAME TIME. A CONTROLLER WILL BE PROVIDED BY NYSDOT PRIOR TO INSPECTION OF THE NEW INSTALLATION SO THAT THE NEW SIGNAL CAN CONTROL THE INTERSECTION DURING REMOVAL OF THE EXISTING SPAN.

TABLE OF HEADS AND CABLE			
HEAD	PAYMENT ITEM	CABLE	PAYMENT ITEM
A	08680.8101 (3), 680.8104, 08680.8111	14/10C-A-X/X	680.731014
B	08680.8101 (6), 08680.8112	14/10C-B-X/X	680.731014
C	08680.8101 (6), 08680.8112	14/10C-C-X/X	680.731014
D	08680.8101 (6), 680.8104, 08680.8112	14/15C-D-X/X	680.731514
E	08680.8101 (3), 08680.8111	14/5C-E-X/X	680.730514

TABLE OF VEHICLE DETECTORS				
NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
3A, 3B	LOOP	# 3 PRESENCE	6' x 40'	3
13A	LOOP	# 3 PRESENCE	6' x 40' x 12'	SEE DETAIL "A"
23A	LOOP	# 3 PRESENCE	6' x 40'	3
6A, 6B	LOOP	# 6 PRESENCE	6' x 40'	3

QUADRUPOLE PRESENCE LOOP INSTALLATION
DETAIL "A"

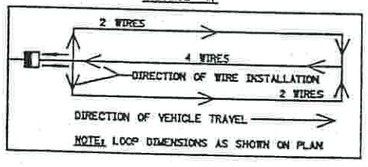


TABLE OF OPERATION								
PHASE	FACE							
	1	2	3	4	5	6	7	8
# 1	G	G	R	R	R	R	R	R
# 5	R	R	G	G	R	R	R	R
# 6	R/G	R	R	R	R	R/G	R	R
# 1 + # 5	G	G	G	G	R	R	R	R
# 1 + # 6	G/G	G	P	R	R	R/G	R	R
# 3	R	R	R	R	G	G	G	G
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.			

TABLE OF CLEARANCES						
		FROM				
		G	G/R	R	R/G	R
TO	G	G/G	G/R	R/R	R/G	R/R
	G/R	G/G	Y/R	R/R		R/R
	R	Y/R				R/R
	R/G	Y	Y/R	R/R		R

ESTIMATE OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	160
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP., REQ B	INT. MO.	18
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	4.1
680.510501	PULL BOX, RECT. CONC. 26" x 18"	EA.	1
08680.5111	CAST ALUMINUM JUNCTION BOX	EA.	4
680.520104	CONDUIT, STEEL, ZINC COATED, 1½"DIA.	L.F.	140
680.520108	CONDUIT, STEEL, ZINC COATED, 3"DIA.	L.F.	20
10680.5301	CLEAN EXISTING CONDUIT	L.F.	70
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	700
680.600634	TRAF. SIG. POLE - SPAN WIRE, 6000 lb., 34'	EA.	1
680.7001	SINGLE SPAN WIRE ASSEMBLY	EA.	1
680.71	SHIELDED LEAD-IN CABLE	L.F.	590
680.72	INDUCTANCE LOOP WIRE	L.F.	2200
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	L.F.	330
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	L.F.	305
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG	L.F.	165
08680.7802	REMOVE EXIST. OVERHEAD TRAFFIC SIGNAL CABLE & APPURTENANCES	EA. INT.	1
08680.7803	REMOVE EXIST. TRAFFIC SIGNAL HEADS	EA.	5
08680.7804	REMOVE EXIST. TRAF. SIGNAL SPAN WIRE ASS'Y	EA.	1
08680.8101	TRAFFIC SIGNAL SECTION - 12"	EA.	24
680.8104	FIBEROPTIC DUAL INDICATION ARROW	EA.	2
08680.8111	TRAF. SIG. BRACKET ASS'Y - 1 WAY	EA.	2
08680.8112	TRAF. SIG. BRACKET ASS'Y - 2 WAY	EA.	3
10680.9902	REMOVE STEEL EMBEDDED TRAF SIGNAL POLE	EA.	1
10680.9905	REMOVE POLE MTD. SIG CONTROL CABINET	EA.	1

0 20 40 60 80 100 FT
1" = 20'
SCALE

TRAFFIC SIGNAL U-12

AS-BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK

DATE 3/96
DRAFTED BY
CHECKED BY
ESTIMATED BY
DESIGNED BY
CHECKED BY
CHECKED BY
DISCHARGE OF

U-12 File

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		10		10	3		
Gap, Ext	3		3		3	3		
Max 1	35		35		35	15		
Max 2								
Yel Clearance	5	3.5	5	3.5	5	5	3.5	3.5
Red Clearance	1	1.5	1	1.5	1	1	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1		1		1	1		
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Red Rest On Gap								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Rte 32 and Rte 212 (ID 6012) (Permanent File)

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	0	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coord	0	0	0	0	0	0	0	0	13 Coord	0	0	0	0	0	0	0	0
2 Coord	0	0	0	0	0	0	0	0	14 Coord	0	0	0	0	0	0	0	0
3 Coord	0	0	0	0	0	0	0	0	15 Coord	0	0	0	0	0	0	0	0
4 Coord	0	0	0	0	0	0	0	0	16 Coord	0	0	0	0	0	0	0	0
5 Coord	0	0	0	0	0	0	0	0	17 Coord	0	0	0	0	0	0	0	0
6 Coord	0	0	0	0	0	0	0	0	18 Coord	0	0	0	0	0	0	0	0
7 Coord	0	0	0	0	0	0	0	0	19 Coord	0	0	0	0	0	0	0	0
8 Coord	0	0	0	0	0	0	0	0	20 Coord	0	0	0	0	0	0	0	0
9 Coord	0	0	0	0	0	0	0	0	21 Coord	0	0	0	0	0	0	0	0
10 Coord	0	0	0	0	0	0	0	0	22 Coord	0	0	0	0	0	0	0	0
11 Coord	0	0	0	0	0	0	0	0	23 Coord	0	0	0	0	0	0	0	0
12 Coord	0	0	0	0	0	0	0	0	24 Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

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STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	0
3	1	RED	1
4	1	RED	0
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	2
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

12/14/11 Page 1A

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Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4					9	1	1	2	4	3				
1	2	5	6	7	8					9	2	5	6	7	8				
1	3									9	3								
1	4									9	4								
2	1	1	2	3	4					10	1	1	2	4	3				
2	2	6	5	7	8					10	2	6	5	7	8				
2	3									10	3								
2	4									10	4								
3	1	2	1	3	4					11	1	2	1	4	3				
3	2	5	6	7	8					11	2	5	6	7	8				
3	3									11	3								
3	4									11	4								
4	1	2	1	3	4					12	1	2	1	4	3				
4	2	6	5	7	8					12	2	6	5	7	8				
4	3									12	3								
4	4									12	4								
5	1	1	2	3	4					13	1	1	2	4	3				
5	2	5	6	8	7					13	2	5	6	8	7				
5	3									13	3								
5	4									13	4								
6	1	1	2	3	4					14	1	1	2	4	3				
6	2	6	5	8	7					14	2	6	5	8	7				
6	3									14	3								
6	4									14	4								
7	1	2	1	3	4					15	1	2	1	4	3				
7	2	5	6	8	7					15	2	5	6	8	7				
7	3									15	3								
7	4									15	4								
8	1	2	1	3	4					16	1	2	1	4	3				
8	2	6	5	8	7					16	2	6	5	8	7				
8	3									16	3								
8	4									16	4								

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Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

	Included Ø	1	5	6					NORMAL				Included Ø								NORMAL	
1	Modifier Ø								Grn		9		Modifier Ø								Grn	
	Conflict Ø								Yel	5			Conflict Ø								Yel	3.5
A	Conflict Olap								Red	1		I	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø	6	3						NORMAL				Included Ø								NORMAL	
2	Modifier Ø	3							Grn		10		Modifier Ø								Grn	
	Conflict Ø								Yel	5			Conflict Ø								Yel	3.5
B	Conflict Olap								Red	1		J	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø								NORMAL				Included Ø								NORMAL	
3	Modifier Ø								Grn		11		Modifier Ø								Grn	
	Conflict Ø								Yel	3.5			Conflict Ø								Yel	3.5
C	Conflict Olap								Red	1.5		K	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø								NORMAL				Included Ø								NORMAL	
4	Modifier Ø								Grn		12		Modifier Ø								Grn	
	Conflict Ø								Yel	3.5			Conflict Ø								Yel	3.5
D	Conflict Olap								Red	1.5		L	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø								NORMAL				Included Ø								NORMAL	
5	Modifier Ø								Grn		13		Modifier Ø								Grn	
	Conflict Ø								Yel	3.5			Conflict Ø								Yel	3.5
E	Conflict Olap								Red	1.5		M	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø								NORMAL				Included Ø								NORMAL	
6	Modifier Ø								Grn		14		Modifier Ø								Grn	
	Conflict Ø								Yel	3.5			Conflict Ø								Yel	3.5
F	Conflict Olap								Red	1.5		N	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø								NORMAL				Included Ø								NORMAL	
7	Modifier Ø								Grn		15		Modifier Ø								Grn	
	Conflict Ø								Yel	3.5			Conflict Ø								Yel	3.5
G	Conflict Olap								Red	1.5		O	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	
	Included Ø								NORMAL				Included Ø								NORMAL	
8	Modifier Ø								Grn		16		Modifier Ø								Grn	
	Conflict Ø								Yel	3.5			Conflict Ø								Yel	3.5
H	Conflict Olap								Red	1.5		P	Conflict Olap								Red	1.5
	Conflict Ped								LG				Conflict Ped								LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3		5	6	2						3											
Channel Type	OLP	VEH	VEH	VEH	VEH	VEH	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	DRK	RED	RED	RED	RED	RED	DRK	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params[1.8.3]	C1 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25	0	0								BegGRN				
26	0	0								BegGRN				
27	0	0								BegGRN				
28	0	0								BegGRN				
29	0	0								BegGRN				
30	0	0								BegGRN				
31	0	0								BegGRN				
32	0	0								BegGRN				
33	0	0								BegGRN				
34	0	0								BegGRN				
35	0	0								BegGRN				
36	0	0								BegGRN				
37	0	0								BegGRN				
38	0	0								BegGRN				
39	0	0								BegGRN				
40	0	0								BegGRN				
41	0	0								BegGRN				
42	0	0								BegGRN				
43	0	0								BegGRN				
44	0	0								BegGRN				
45	0	0								BegGRN				
46	0	0								BegGRN				
47	0	0								BegGRN				
48	0	0								BegGRN				

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Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1		3				45	50	25
2							45	50	2
3	3		3				45	50	25
4							45	50	2
5	5		3				45	50	25
6	6		5				45	50	10
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13	3		8				45	50	25
14	3		8				45	50	25
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

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Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip	
1			OFF	
2			OFF	
3			OFF	
4			OFF	
5			OFF	
6			OFF	

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF	0	0		
8	OFF	0	0		
9	OFF	0	0		
10	OFF	0	0		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Init'l Dwell [3.9]

Phases									
Peds									
Overlap									

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Alt# 1 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Enrty								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

| Annual Schedule [4.3] | Month of Year | | | | | | | | | | | | Day of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day Plan | Link To |
|---|---|---

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Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 2

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 4

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 5

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 6

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 7

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 8

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 9

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 10

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 11

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 12

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 13

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 14

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 15

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

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Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0
I	0	=	I	0	---	I	0	---	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	6012
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	1	
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø									
Yel (olaps)									

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

Rte 32 and Rte 212 (ID 6012) (Permanent File)

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U12 COUNTY # ULSTER DATE _____

D 257019

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	OVL 'A' Ø1+Ø5+ Ø6	RED	1	SP 1 R	14 / 15C - D - R	2	SP 1 R	14 / 5C - E - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø3	RED	5	SP 3 R	14 / 10C - B - R/B	6	SP 3 R	14 / 10C - A - R
		YELLOW		SP 3 Y	- O/B		SP 3 Y	- O
		GREEN		SP 3 G	- G/B		SP 3 G	- G
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- W
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø5	RED	3	SP 5 R	14 / 10C - C - R	4	SP 5 R	14 / 10C - B - R
		YELLOW		SP 5 Y	- O		SP 5 Y	- O
		GREEN		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	----------	1	SP 6 R	----------		SP 6 R	
		◀		SP 6 Y	14 / 15C - D - O/B		SP 6 Y	
		◀		SP 6 G	- G/B		SP 6 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
7	OVL. 'B' Ø6+Ø3- Ø3G	----------	6	SP 7 R	----------		SP 7 R	
		▶		SP 7 Y	14 / 10C - A - O/B		SP 7 Y	
		▶		SP 7 G	- G/B		SP 7 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø3	RED	7	SP 13 R	14 / 10C - C - R/B	8	SP 13 R	14 / 15C - D - R/W
		YELLOW		SP 13 Y	- O/B		SP 13 Y	- BL/W
		GREEN		SP 13 G	- G/B		SP 13 G	- G/W
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- B/W
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U12 COUNTY # ULSTER DATE _____

D 257019

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 4, 6 to 12, 14
SP1 - SP6				
SP1 - SP7				
SP3 - SP7				
SP3 - SP13				
SP6 - SP7				
SP7 - SP13				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U12 COUNTY # ULSTER DATE _____

D 257019

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A, 1B	LOOPS		PRESENCE
2A, 2B					
3A, 3B	Ø3	3A, 3B	LOOPS		PRESENCE
4A, 4B					
5A, 5B	Ø5		LOOPS		PRESENCE
6A, 6B	Ø6	6A, 6B	LOOPS		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	Ø3	13A	QUAD. LOOP		PRESENCE
14A, 14B	Ø3	14A	LOOP		PRESENCE
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

D257019

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		133R1	252

ROUTE 32/212
VILLAGE OF SAUGERTIES - S.H. 1540
TOWN OF SAUGERTIES - S.H. 142
ULSTER COUNTY

DATE 3/96
DRAFTED BY
CHECKED BY
ESTIMATED BY
CHECKED BY
DESIGNED BY
IN CHARGE OF

FACES

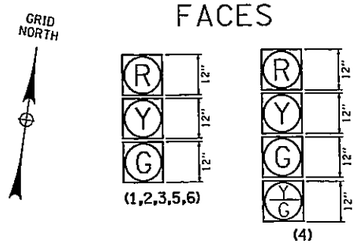


TABLE OF HEADS AND CABLE			
HEAD	PAYMENT ITEM	CABLE	PAYMENT ITEM
A	08680.8101 (3), 680.8104, 08680.8111	14/10C-A-X/X	680.731014
B	08680.8101 (6), 08680.8112	14/10C-B-X/X	680.731014
C	08680.8101 (6), 08680.8112	14/10C-C-X/X	680.731014
D	08680.8101 (3), 08680.8111	14/5C-D-X/X	680.730514

TABLE OF POLES			
ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.600430	30 FT.	4000 lb.	114 FT-KIPS

TABLE OF OPERATION								
PHASE	FACE							
	1	2	3	4	5	6	PED A	PED B
∮1	R	R	R	R/G*	G	G	DW•	DW
∮3	G	G	G	G	R	R	DW	DW•
FLASHING OPERATION	FL. R.		FL. R.		FL. Y.		DARK	

* THIS INDICATION SHALL BE **WALK** FOLLOWED BY A **FLASHING DON'T WALK** AND **STEADY DON'T WALK** WHEN AN ASSOCIATED PEDESTRIAN BUTTON IS ACTUATED.

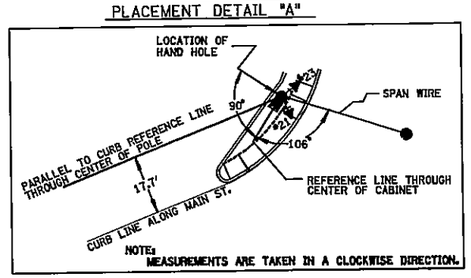
TABLE OF CLEARANCES

TO \ FROM	G	R/G*	R
G	G/G	R/G*/R/G*	R/R
R/G*	Y/R		R/R
R	Y/R	R/Y*/R	R/R

NOTE:

1. THE EXISTING SPAN & NEW SPAN SHALL NOT BE LOADED AT THE SAME TIME. A CONTROLLER WILL BE PROVIDED BY NYSDOT PRIOR TO INSPECTION OF THE NEW INSTALLATION SO THAT THE NEW SIGNAL CAN CONTROL THE INTERSECTION DURING REMOVAL OF THE EXISTING SPAN.

POLE & CABINET PLACEMENT DETAIL "A"



ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	355
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP., REQ B	INT. MO.	18
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	4.2
680.510501	PULLBOX, RECT. CONC. 26" x 18"	EA.	4
08680.5111	CAST ALUMINUM JUNCTION BOX	EA.	4
680.520104	CONDUIT, STEEL, ZINC COATED, 1¼"DIA.	L.F.	135
680.520106	CONDUIT, STEEL, ZINC COATED, 2"DIA.	L.F.	205
680.520108	CONDUIT, STEEL, ZINC COATED, 3"DIA.	L.F.	15
10680.5301	CLEAN EXISTING CONDUIT	L.F.	20
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	800
680.600430	TRAF. SIG. POLE - SPAN WIRE, 4000 lb., 30'	EA.	1
680.6812	TRAF. SIG. POLE - BRACKET MOUNT 12'	EA.	1
680.7002	DUAL SPAN WIRE ASS'Y W/UPPER TETHER WIRE	EA.	1
680.71	SHIELDED LEAD-IN CABLE	L.F.	350
680.72	INDUCTANCE LOOP WIRE	L.F.	2500
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	L.F.	540
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	L.F.	360
08680.7802	REMOVE EXIST. OVERHEAD TRAF. SIG. CABLE & APPURTENANCES	EA. INT.	1
08680.7803	REMOVE EXIST. TRAF. SIG. HEADS	EA.	7
08680.7804	REMOVE EXIST. TRAF SIG SPAN WIRE ASS'Y	EA.	1
15680.803245	INSTALL MICROCOMPUTER CABINET	EA.	1
08680.8101	TRAFFIC SIGNAL SECTION - 12"	EA.	18
680.8104	FIBEROPTIC DUAL INDICATION ARROW	EA.	1
680.8111	TRAF. SIG. BRACKET ASS'Y - 1 WAY	EA.	2
680.8112	TRAF. SIG. BRACKET ASS'Y - 2 WAY	EA.	2
680.8133	PED SIGNAL SECTION - FIBEROPTIC	EA.	6
680.8141	PED SIGNAL BRACKET MOUNT ASS'Y	EA.	6
680.8201	OVERHEAD SIGN ASS'Y - TYPE A	EA.	1
680.8225	PED PUSHBUTTON & SIGN W/O POST	EA.	5
08680.822503	REMOVE & DISPOSE PED PUSHBUTTON & SIGN	EA.	2
08680.822506	REMOVE & DISPOSE PED POLE & FOUNDATION	EA.	1
08680.94	TRAF. SIG. SERVICE ENTRANCE	EA.	1
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 6 AWG	L.F.	35
10680.9903	REMOVE STEEL EMBEDDED TRAF SIG POLE	EA.	1
10680.9905	REMOVE POLE MTD. SIG CONTROL CABINET	EA.	1

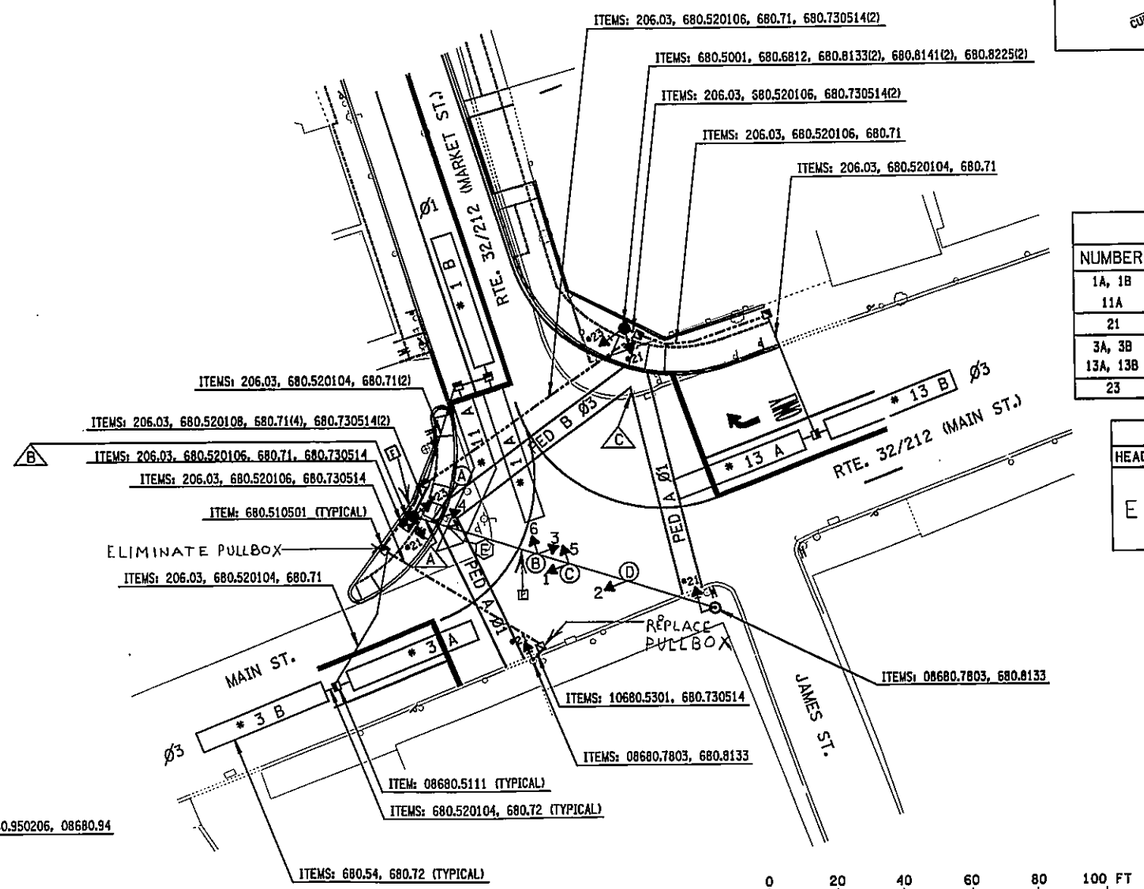


TABLE OF DETECTORS				
NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
1A, 1B 11A	LOOP	∮ 1 PRESENCE	6' x 40'	3
21	BUTTON	∮ 1 PED	N/A	N/A
3A, 3B 13A, 13B	LOOP	∮ 3 PRESENCE	6' x 40'	3
23	BUTTON	∮ 3 PED	N/A	N/A

TABLE OF SIGNS			
HEAD	PAYMENT ITEM	MUTCD	TEXT
E	680.8201	R3-24C	ONLY

A ITEMS: 680.7002, 680.730514(2), 680.731014(3)

B ITEMS: 680.5001, 680.600430, 680.8133(2), 680.8141(2), 680.8225(2), 15680.803245, 15680.950206, 08680.94 SEE DETAIL 'A'

C ITEMS: 08680.822503(2), 08680.822506

TRAFFIC SIGNAL U-24

AS-BUILT REVISIONS

1. REPLACE PULLBOX AS SHOWN
2. ELIMINATE PULLBOX AS SHOWN
3. ADD "NO TURN ON RIGHT" SIGNS @ [E] LOCATIONS

SIGNATURE 4/25/00 DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TSP-4	1" = 20'	3/96	REGION EIGHT

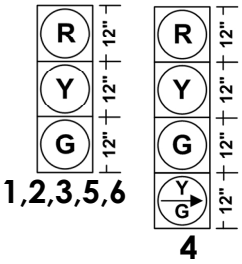
REGION EIGHT - TRAFFIC GROUP

U-24
Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Village of ***SAUGERTIES***

Signal: **U-24**
File: 51.06-32
D/HWP: D257019
PIN: 8xxx.xx

FACES



SIGNS



Phase Sequence

1 | 3 4

Apr 2000
PLAN OF OPERATION

Printed: 2/10/2023

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		12	1				
Gap, Ext	3		3	1				
Max 1	38		30	26				
Max 2								
Yel Clearance	4		4	4				
Red Clearance	1		1	1.5				
Walk				8				
Ped Clearance				21				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Enable	ON		ON	ON				
Min Recall	ON							
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

6024 RTE 32 & RTE 212 MAIN ST @ RTE 32 & RTE

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1					13					25					37				
2					14					26					38				
3					15					27					39				
4					16					28					40				
5					17					29					41				
6					18					30					42				
7					19					31					43				
8					20					32					44				
9					21					33					45				
10					22					34					46				
11					23					35					47				
12					24					36					48				

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor									13	Coor								
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

6024

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Green	ON
2	1	Red	OFF
3	1	Red	ON
4	1	Red	ON
5	2	Red	OFF
6	2	Red	OFF
7	2	Red	OFF
8	2	Red	OFF

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	0
MCE Timeout	0
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

02/09/23 **Page 1**

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF		Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

	Included Ø	1	3							Type	NORMAL		Included Ø									Type	NORMAL
1	Modifier Ø	3								Grn		9	Modifier Ø									Grn	
	Conflict Ø									Yel	4		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
2	Modifier Ø									Grn		10	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
3	Modifier Ø									Grn		11	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
4	Modifier Ø									Grn		12	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
5	Modifier Ø									Grn		13	Modifier Ø									Grn	
	Conf o0l									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
6	Modifier Ø									Grn		14	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
7	Modifier Ø									Grn		15	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
8	Modifier Ø									Grn		16	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3	1			4		4				3											
Channel Type	VEH	VEH	VEH	OLP	VEH	VEH	PED	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	YEL	Red	Red	Red	Red	Red	DRK	Red	DRK	Red	Red	Red	Red	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22							EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25									BegGRN				
26									BegGRN				
27									BegGRN				
28									BegGRN				
29									BegGRN				
30									BegGRN				
31									BegGRN				
32									BegGRN				
33									BegGRN				
34									BegGRN				
35									BegGRN				
36									BegGRN				
37									BegGRN				
38									BegGRN				
39									BegGRN				
40									BegGRN				
41									BegGRN				
42									BegGRN				
43									BegGRN				
44									BegGRN				
45									BegGRN				
46									BegGRN				
47									BegGRN				
48									BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	30
2							45	50	
3	3						45	50	18
4							45	50	2
5							45	50	2
6							45	50	2
7	4						45	50	2
8							45	50	2
9	4						45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13	3						45	50	18
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	vol	occ	Yell Lock	Red Lock	Ext	Add Init	Que	Call
33					ON	ON		ON
34					ON	ON		ON
35					ON	ON		ON
36					ON	ON		ON
37					ON	ON		ON
38					ON	ON		ON
39					ON	ON		ON
40					ON	ON		ON
41					ON	ON		ON
42					ON	ON		ON
43					ON	ON		ON
44					ON	ON		ON
45					ON	ON		ON
46					ON	ON		ON
47					ON	ON		ON
48					ON	ON		ON
49					ON	ON		ON
50					ON	ON		ON
51					ON	ON		ON
52					ON	ON		ON
53					ON	ON		ON
54					ON	ON		ON
55					ON	ON		ON
56					ON	ON		ON
57					ON	ON		ON
58					ON	ON		ON
59					ON	ON		ON
60					ON	ON		ON
61					ON	ON		ON
62					ON	ON		ON
63					ON	ON		ON
64					ON	ON		ON

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	4		15	
2	4		15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3]	Month of Year												Day of Week							Date																																		Day Plan	Link To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	**1**											
2	**2**											
3	**3**											
4	**4**											
5	**5**											
6	**6**											
7	**7**											
8	**8**											
9	**9**											
10	**10**											
11	**11**											
12	**12**											
13	**13**											
14	**14**											
15	**15**											
16	**16**											
17	**17**											
18	**18**											
19	**19**											
20	**20**											
21	**21**											
22	**22**											
23	**23**											
24	**24**											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	**255**											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failure		
27	BIU Detector Failure	ON	ON
28	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	OFF		

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	189	Unused
I1-6	189	Unused
I1-7	129	Ped Call 1
I1-8	189	Unused
I2-1	130	Ped Call 2
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	189	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	Src1	IO1	Fun1	O2Fcn	Inv2	Src2	IO2	Fun2	O3Fcn	Inv3	Src3	IO3	Fun3	Dly	Sec
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None
11	None
12	None
13	None
14	None
15	None
16	None
17	None
18	None
19	None
20	None
21	None

22	None
23	None
24	None
25	None
26	None
27	None
28	None
29	None
30	None
31	None
32	None
33	None
34	None
35	None
36	None
37	None
38	None
39	None
40	None
41	None
42	None

43	None
44	None
45	None
46	None
47	None
48	None
49	None
50	None
51	None
52	None
53	None
54	None
55	None
56	None
57	None
58	None
59	None
60	None
61	None
62	None
63	None
64	None

Com Parameters [6.1]

Station ID	6024
Group ID	0
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	None
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	0
SP6	1200	0
SP7	1200	0
SP8	1200	0

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	192	168	0	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	###			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	192	168	0	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	5001			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	None	0
ASYNC2	SP2	None	0
ASYNC3	SP3	None	0
ASYNC4	SP4	None	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVN	None	SYSUp	ASYNC2
CMU/MM	None	SYSDow	ASYNC1
Opticom	None	Shell	None
Loop De	None		
GPS	None		

U-24
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-24**
File: 51.06-32
D/HWP: D257019
PIN: 8xxx.xx

TABLE OF SWITCH PACKS

Date: 2/10/2023

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 *Flash=Y*	Ø1	Red	5	SP 1 R	14 / 10C – C - R / B	6	SP 1 R	14 / 10C – B - R / B
		Yellow		SP 1 Y	- O / B		SP 1 Y	- O / B
		Green		SP 1 G	- G / B		SP 1 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3 *R*	Ø3	Red	1	SP 3 R	14 / 10C – C - R / B	2	SP 3 R	14 / 05C - D - R
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O
		Green		SP 3 G	- G / B		SP 3 G	- G
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W
4. *W*	OVL-1 Ø1+Ø3	- - - - -	4	SP 4 R	- - - - -		SP 4 R	
		⟲		SP 4 Y	14 / 10C – A - O / B		SP 4 Y	
		→		SP 4 G	- G / B		SP 4 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
5.				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6.				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7. *W*	PED-1 Ø4	HAND	21	SP 7 R	14 / 05C - 1P - R		SP 7 R	
		- - - - - - -		SP 7 Y	- - - - -		SP 7 Y	
		MAN		SP 7 G	- G		SP 7 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
8 *W*	PED-3 Ø4	HAND	23	SP 8 R	14 / 05C - 3P - R		SP 8 R	
		- - - - - - -		SP 8 Y	- - - - -		SP 8 Y	
		MAN		SP 8 G	- G		SP 8 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
9 *W*	PED-2 Ø4	HAND	22	SP 9 R	14 / 05C - 2P - R		SP 9 R	
		- - - - - - -		SP 9 Y	- - - - -		SP 9 Y	
		MAN		SP 9 G	- G		SP 9 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11.				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13 *R*	Ø3	Red	3	SP 13 R	14 / 10C – B - R / B	4	SP 13 R	14 / 10C – A - R / B
		Yellow		SP 13 Y	- O / B		SP 13 Y	- O / B
		Green		SP 13 G	- G / B		SP 13 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
15				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Ground Wire		Grnd Bus			Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

U-24
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

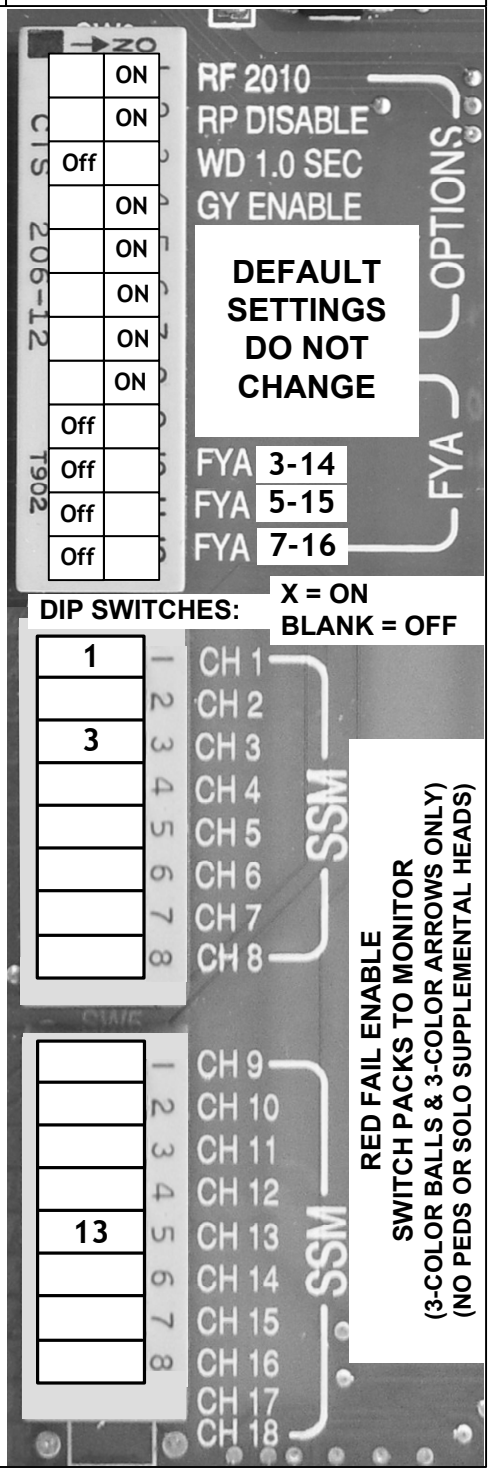
Signal: **U-24**
File: 51.06-32
D/HWP: D257019
PIN: 8xxx.xx
Date: 2/10/2023

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)		
1 - 4		
3 - 4		
3 - 13		
7 - 8		
7 - 9		
8 - 9		

YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS	
1	
2	
3	
4	
5	
6	
7	X
8	X
9	X
10	
11	
12	
13	
14	
15	
16	

210NYR MONITOR BOARD
(SWITCH PACKS TO MONITOR)



CURRENT MONITOR BOARD (IF USED)

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
2, 4-12, 14-16

Notes:

_____

_____

_____

U-24
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-24**
File: 51.06-32
D/HWP: D257019
PIN: 8xxx.xx

Date: 2/10/2023

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	**Ø 1**	1	QUAD/NORMAL		PRESENCE LOOP
2A, 2B		2			
3A, 3B	**Ø 3**	3	QUAD/NORMAL		PRESENCE LOOP
4A, 4B		4			
5A, 5B		5			
6A, 6B		6			
7A, 7B		7			
8A, 8B		8			
9A, 9B					
10A, 10B					
11A, 11B		11			
12A, 12B		12			
13A, 13B	**Ø 3**	13	QUAD/NORMAL		PRESENCE LOOP
14A, 14B		14			
15A, 15B		15			
16A, 16B		16			
17A, 17B		17			
18A, 18B		18			
19A, 19B					
20A, 20B					
21A, 21B	**PED 1 - Ø 4**	21	BUTTON		PEDESTRIAN
22A, 22B	**PED 2 - Ø 4**	22	BUTTON		PEDESTRIAN
23A, 23B	**PED 3 - Ø 4**	23	BUTTON		PEDESTRIAN
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TE-26X

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D257019
PIN: 8460.26.321
File : 51.21-32

U-95 SIGNAL NO(S) | ULSTER COUNTY

INTERSECTION ROUTE 32/212 AT NB THRUWAY RAMP AND MCDONALDS

☐ CITY ☐ VILLAGE ☒ TOWN OF SAUGERTIES

Department Order filed 4/3/87 as Section 2051.21 Subdivision (c)

Prior specifications hereby superseded ☐ None ☒ March 29, 1989

Purpose : REINSTALLTION OF TRAFFIC SIGNAL UNDER CONTRACT D257019.

These specifications will be effective upon the ☐ Installation ☒ Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- ☐ Pretimed Signal
- ☒ Semi-traffic actuated signal
- ☐ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☒ Other OUC - Removal 5/05

B.

- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian pushbuttons

as shown in the ☒ schematic ☐ scaled drawing on page 2

Be equipped with ☐ pre-emption ☒ interconnection and / or coordination which are described as follows

FILE SHOP CABINET

TBC COORDINATION WITH U-113 AND U-118PS

FINAL COPY

cc:
( ) ☐ Main Office
(1) ☒ Region 8 Traffic Engineer
(2) ☒ SIGNAL SHOP
( ) ☐ _____

12/28/98 WDFitzPatrick/KRF RTE
Date Signature Title

Installation Date _____

Modification Date 12/28/98

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U95 COUNTY # ULSTER DATE _____

D 257019

TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	7	8
∅ 1	G	G	R	R	R	R	R	R
∅ 2	R	R	R/←θ	R	R	R	R	R
∅ 5	R	R	G	G	R	R	R	R
∅ 6	R/←θ	R	R	R	R	R	R	R/θ→
∅ 1 + ∅ 5	G	G	G	G	R	R	R	R
∅ 1 + ∅ 6	G/←θ	G	R	R	R	R	R	R/θ→
∅ 2 + ∅ 5	R	R	G/←θ	G	R	R	R	R
∅ 2 + ∅ 6	R/←θ	R	R/←θ	R	R	R	R	R/θ→
∅ 3	R	R/θ→	R	R	G	G	R	R
∅ 4	R	R	R	R	R	R	G	G
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.		FL. R.	

TABLE OF CLEARANCES

TO \ FROM	G	G/←θ	R/←θ	R/θ→	R
G	G/G	G/←∅ / G	R/←∅ / R	R/θ→ / R/θ→	R/R
G/←θ	G/G		R/←θ / R/←θ		R/R
R/←θ	Y/R	Y/←θ / R/←θ			R/R
R/θ→	Y/R				R/R
R	Y/R	Y/←∅ / R	R/←∅ / R	R/∅→ / R	R/R

TOTAL SHEETS 252

DATE

DRAWN BY

CHECKED BY

DESIGNED BY

ESTIMATED BY

CHECKED BY

QUANTITIES BY

CHECKED BY

ONT

AT SDOT T

EM

AN

FACES

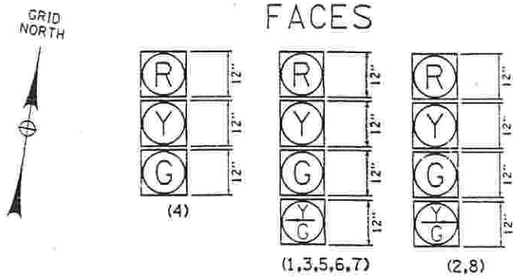


TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	7	8
∮1	G	G	R	R	R	R	R	R
∮2	R	R	R/⟲	R	R	R	R	R
∮5	R	R	G	G	R	R	R	R
∮6	R/⟲	R	R	R	R	R	R	R/⇨
∮1 + ∮5	G	G	G	G	R	R	R	R
∮1 + ∮6	G/⟲	G	R	R	R	R	R	R/⇨
∮2 + ∮5	R	R	G/⟲	G	R	R	R	R
∮2 + ∮6	R/⟲	R	R/⟲	R	R	R	R	R/⇨
∮3	R	R/⇨	R	R	G	G	R	R
∮4	R	R	R	R	R	R	G	G
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.		FL. R.	

TABLE OF POLES

ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.600834	34 FT.	8000 lb.	260 FT-KIPS

TABLE OF HEADS AND CABLE

HEAD	PAYMENT ITEM	CABLE	PAYMENT ITEM
A	08680.8101 (3), 680.8104, 08680.8111	14/10C-A-X/X	680.731014
B	08680.8101 (6), 680.8104 (2), 08680.8112	14/19C-B-X/X	680.731914
C	08680.8101 (6), 680.8104 (2), 08680.8112	14/19C-C-X/X	680.731914
D	08680.8101 (6), 680.8104, 08680.8112	14/15C-D-X/X	680.731514
E	08680.8101 (3), 680.8104, 08680.8111	14/10C-E-X/X	680.731014

REG. NO.	STATE	PROJECT NO.	NO.	SHEETS
1	N.Y.		131	252

ROUTE 32/212
VILLAGE OF SAUGERTIES - S.H. 1540
TOWN OF SAUGERTIES - S.H. 142
ULSTER COUNTY

TABLE OF SIGNS

HEAD	PAYMENT ITEM	MUTCD	TEXT
F	680.8201	R3-22C	ONLY
G	680.8201(3)	R3-22C	ONLY
H	680.8201	R3-28C	

NOTE:

1. THE EXISTING SPAN & NEW SPAN SHALL NOT BE LOADED AT THE SAME TIME. A CONTROLLER WILL BE PROVIDED BY NYSDOT PRIOR TO INSPECTION OF THE NEW INSTALLATION SO THAT THE NEW SIGNAL CAN CONTROL THE INTERSECTION DURING REMOVAL OF THE EXISTING SPAN.

TABLE OF VEHICLE DETECTORS

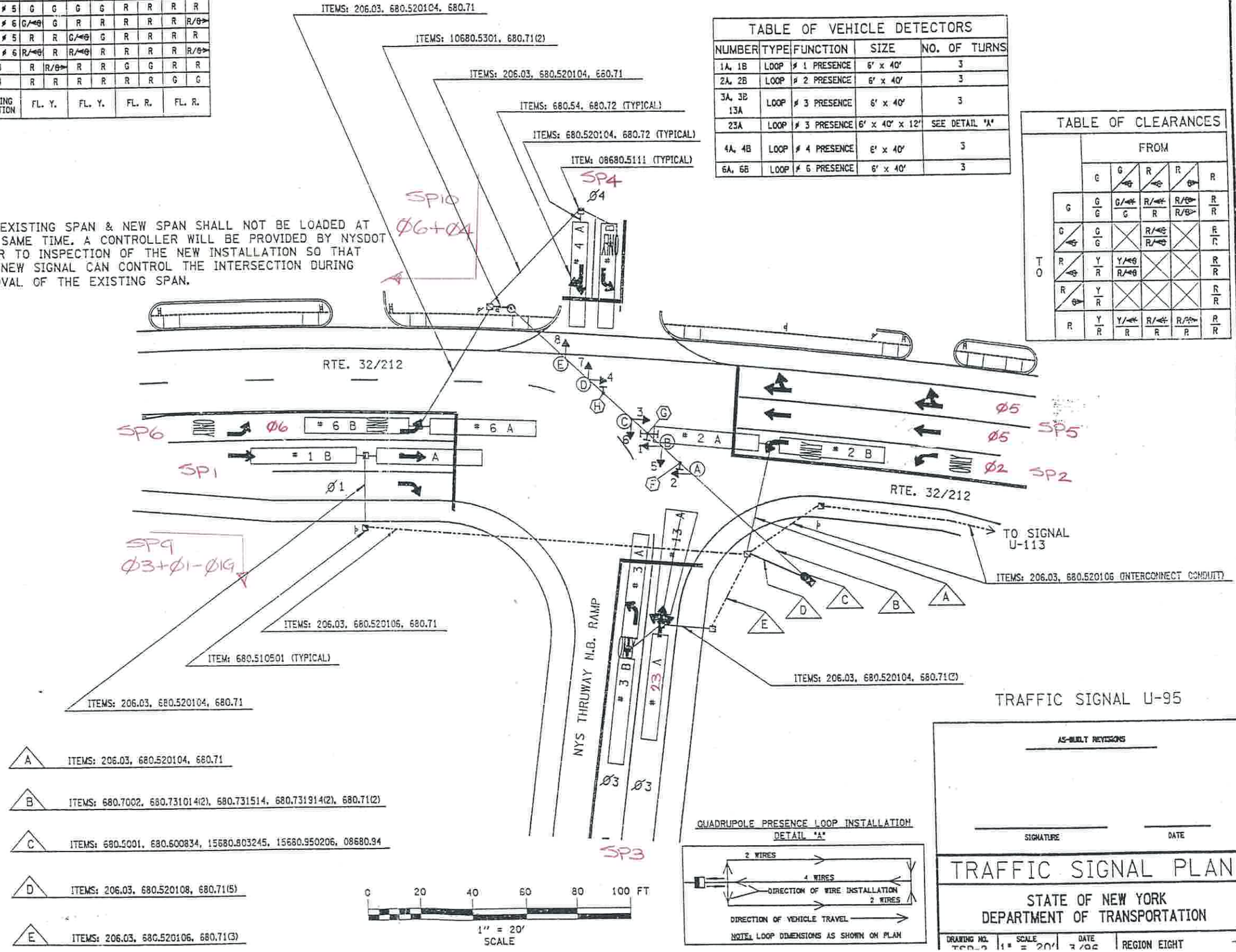
NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
1A, 1B	LOOP	∮ 1 PRESENCE	6' x 40'	3
2A, 2B	LOOP	∮ 2 PRESENCE	6' x 40'	3
3A, 3B 13A	LOOP	∮ 3 PRESENCE	6' x 40'	3
23A	LOOP	∮ 3 PRESENCE	6' x 40' x 12'	SEE DETAIL "A"
4A, 4B	LOOP	∮ 4 PRESENCE	6' x 40'	3
6A, 6B	LOOP	∮ 6 PRESENCE	6' x 40'	3

TABLE OF CLEARANCES

TO \ FROM	G	G/⟲	R/⟲	R/⇨	R
G	G/G	G/⟲ C	R/⟲ R	R/⇨ R/⇨	R/R
G/⟲	G/G		R/⟲ R/⟲		R/R
R/⟲	Y/R	Y/⟲ R/⟲			R/R
R/⇨	Y/R				R/R
R	Y/R	Y/⟲ R	R/⟲ R	R/⇨ R	R/R

ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	605
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP., REQ B	INT. MO.	18
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	4.9
680.510501	PULLBOX, RECT. CONC. 26" x 18"	EA.	3
08680.5111	CAST ALUMINUM JUNCTION BOX	EA.	6
680.520104	CONDUIT, STEEL, ZINC COATED, 1¼"DIA.	L.F.	300
680.520106	CONDUIT, STEEL, ZINC COATED, 2"DIA.	L.F.	280
680.520108	CONDUIT, STEEL, ZINC COATED, 3"DIA.	L.F.	25
10680.5301	CLEAN EXISTING CONDUIT	L.F.	20
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	1280
680.600834	TRAF. SIG. POLE - SPAN WIRE, 8000 lb., 34'	EA.	1
680.7002	DUAL SPAN WIRE ASS'Y W/UPPER TETHER WIRE	EA.	1
680.71	SHIELDED LEAD-IN CABLE	L.F.	1030
680.72	INDUCTANCE LOOP WIRE	L.F.	3840
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	L.F.	365
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG	L.F.	200
680.731914	SIGNAL CABLE, 19 CONDUCTOR, 14 AWG	L.F.	315
08680.7802	REMOVE EXIST. OVERHEAD TRAFFIC SIGNAL CABLE & APPURTENANCES	EA. INT.	1
08680.7803	REMOVE EXIST. TRAF. SIG. HEADS	EA.	4
08680.7804	REMOVE EXIST. TRAF SIG SPAN WIRE ASS'Y	EA.	1
15680.803245	INSTALL MICROCOMPUTER CABINET	EA.	1
08680.8101	TRAFFIC SIGNAL SECTION - 12"	EA.	24
680.8104	FIBEROPTIC DUAL INDICATION ARROW	EA.	4
08680.8111	TRAF. SIG. BRACKET ASS'Y - 1 WAY	EA.	2
08680.8112	TRAF. SIG. BRACKET ASS'Y - 2 WAY	EA.	3
680.8201	OVERHEAD SIGN ASS'Y - TYPE A	EA.	5
08680.94	TRAF. SIG. SERVICE ENTRANCE	EA.	1
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 6 AWG	L.F.	35
10680.9902	REMOVE STEEL ANCHOR BASE TRAF SIG POLE	EA.	1
10680.9905	REMOVE POLE MTD. SIGNAL CONTROL CABINET	EA.	1



TRAFFIC SIGNAL U-95

QUADRUPOLE PRESENCE LOOP INSTALLATION DETAIL "A"

AS-BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION EIGHT
TSP-2	1" = 20'	3/96	

U-95 File

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	5	5	10	3		
Gap, Ext	2	2	3	2	2	2		
Max 1	30	15	35	25	30	15		
Max 2								
Yel Clearance	5	5	5	5	5	5	3.5	3.5
Red Clearance	1	1	1	1	1	1	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1	1	1	1	1		
Min Recall								
Max Recall	1				1			
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Red Rest On Gap								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

RTE 32-212 @ NB THRUWAY RAMP & MCDONALD (ID 6095) (Permanent File)

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	105	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	80	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coord	40	15	30	20	40	15	30	20	13 Coord	0	0	0	0	0	0	0	0
1	MAX				MAX												
2 Coord	20	15	25	20	20	15	25	20	14 Coord	0	0	0	0	0	0	0	0
1	MAX				MAX												
3 Coord	0	0	0	0	0	0	0	0	15 Coord	0	0	0	0	0	0	0	0
4 Coord	0	0	0	0	0	0	0	0	16 Coord	0	0	0	0	0	0	0	0
5 Coord	0	0	0	0	0	0	0	0	17 Coord	0	0	0	0	0	0	0	0
6 Coord	0	0	0	0	0	0	0	0	18 Coord	0	0	0	0	0	0	0	0
7 Coord	0	0	0	0	0	0	0	0	19 Coord	0	0	0	0	0	0	0	0
8 Coord	0	0	0	0	0	0	0	0	20 Coord	0	0	0	0	0	0	0	0
9 Coord	0	0	0	0	0	0	0	0	21 Coord	0	0	0	0	0	0	0	0
10 Coord	0	0	0	0	0	0	0	0	22 Coord	0	0	0	0	0	0	0	0
11 Coord	0	0	0	0	0	0	0	0	23 Coord	0	0	0	0	0	0	0	0
12 Coord	0	0	0	0	0	0	0	0	24 Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

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STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	1
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

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Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4					9	1	1	2	4	3				
1	2	5	6	7	8					9	2	5	6	7	8				
1	3									9	3								
1	4									9	4								
2	1	1	2	3	4					10	1	1	2	4	3				
2	2	6	5	7	8					10	2	6	5	7	8				
2	3									10	3								
2	4									10	4								
3	1	2	1	3	4					11	1	2	1	4	3				
3	2	5	6	7	8					11	2	5	6	7	8				
3	3									11	3								
3	4									11	4								
4	1	2	1	3	4					12	1	2	1	4	3				
4	2	6	5	7	8					12	2	6	5	7	8				
4	3									12	3								
4	4									12	4								
5	1	1	2	3	4					13	1	1	2	4	3				
5	2	5	6	8	7					13	2	5	6	8	7				
5	3									13	3								
5	4									13	4								
6	1	1	2	3	4					14	1	1	2	4	3				
6	2	6	5	8	7					14	2	6	5	8	7				
6	3									14	3								
6	4									14	4								
7	1	2	1	3	4					15	1	2	1	4	3				
7	2	5	6	8	7					15	2	5	6	8	7				
7	3									15	3								
7	4									15	4								
8	1	2	1	3	4					16	1	2	1	4	3				
8	2	6	5	8	7					16	2	6	5	8	7				
8	3									16	3								
8	4									16	4								

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Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

| | | |

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1							45	50	2
2	2		8				45	50	10
3	3		3				45	50	20
4	4		3				45	50	12
5							45	50	2
6	6		8				45	50	10
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13	3		5				45	50	20
14	3		5				45	50	20
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

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Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip	
1			OFF	
2			OFF	
3			OFF	
4			OFF	
5			OFF	
6			OFF	

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF	0	0		
8	OFF	0	0		
9	OFF	0	0		
10	OFF	0	0		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Init'l Dwell [3.9]

Phases									
Peds									
Overlap									

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Alt# 1 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Enrty								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3] Month of Year													Day of Week							Date																															Day Plan	Link To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

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Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	7	0	1	9			
2	9	0	2	10			
3	16	0	1	11			
4	19	0	2	12			
5	22	0	99	13			
6	0	0	99	14			
7				15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	7	0	2	9			
2	22	0	99	10			
3	0	0	99	11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

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Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call InH	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	6095
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	1	
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø										
Yel (olaps)										

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

U-95

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U95 COUNTY # ULSTER DATE _____

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	RED	1	SP 1 R	14 / 19C - B - R	2	SP 1 R	14 / 10C - A - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2	Ø2	----------	3	SP 2 R	----------		SP 2 R	
		←		SP 2 Y	14 / 10C - C - O/B		SP 2 Y	
		←		SP 2 G	- G/B		SP 2 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
3	Ø3	RED	5	SP 3 R	14 / 19C - B - R/W	6	SP 3 R	14 / 19C - C - R/W
		YELLOW		SP 3 Y	- BL/W		SP 3 Y	- BL/W
		GREEN		SP 3 G	- G/W		SP 3 G	- G/W
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- B/W
4	Ø4	RED	7	SP 4 R	14 / 15C - D - R/B	8	SP 4 R	14 / 10C - E - R
		YELLOW		SP 4 Y	- O/B		SP 4 Y	- O
		GREEN		SP 4 G	- G/B		SP 4 G	- G
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- W
5	Ø5	RED	3	SP 5 R	14 / 19C - C - R	4	SP 5 R	14 / 15C - D - R
		YELLOW		SP 5 Y	- O		SP 5 Y	- O
		GREEN		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	----------	1	SP 6 R	----------		SP 6 R	
		←		SP 6 Y	14 / 19C - B - O/B		SP 6 Y	
		←		SP 6 G	- G/B		SP 6 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
7	Ø3	----------	5	SP 7 R	----------	6	SP 7 R	----------
		←		SP 7 Y	14 / 19C - B - O/R		SP 7 Y	14 / 19C - C - O/R
		←		SP 7 G	- BL/R		SP 7 G	- BL/R
		Ground Wire		Grnd Bus	- W/R		Grnd Bus	- W/R
8	Ø4	----------	7	SP 8 R	----------		SP 8 R	
		←		SP 8 Y	14 / 15C - D - BL/W		SP 8 Y	
		←		SP 8 G	- G/W		SP 8 G	
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	
9	OVL. 'A' Ø3+Ø1-Ø1G	----------	2	SP 9 R	----------		SP 9 R	
		→		SP 9 Y	14 / 10C - A - O/B		SP 9 Y	
		→		SP 9 G	- G/B		SP 9 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
10	OVL. 'B' Ø6+Ø4	----------	8	SP 10 R	----------		SP 10 R	
		→		SP 10 Y	14 / 10C - E - O/B		SP 10 Y	
		→		SP 10 G	- G/B		SP 10 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U95 COUNTY # ULSTER DATE _____

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5	SP4 - SP8			2, 6 to 14
SP1 - SP6	SP8 - SP10			
SP1 - SP9	SP6 - SP10			
SP1 - SP10	SP3 - SP7			
SP2 - SP5	SP7 - SP9			
SP2 - SP6	SP6 - SP9			
SP2 - SP10	SP9 - SP10			
SP3 - SP9				
SP4 - SP10				
SP5 - SP9				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U95 COUNTY # ULSTER DATE _____

D 257019

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A, 1B	LOOPS		PRESENCE
2A, 2B	Ø2	2A, 2B	LOOPS		PRESENCE
3A, 3B	Ø3	3A, 3B	LOOPS		PRESENCE
4A, 4B	Ø4	4A, 4B	LOOPS		PRESENCE
5A, 5B					
6A, 6B	Ø6	6A, 6B	LOOPS		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	Ø3	13A	QUAD. LOOP		PRESENCE
14A, 14B	Ø3	23A	LOOP		PRESENCE
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TE-26X

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D257019
PIN: 8460.26.321
File : 51.21-32

113 — SIGNAL NO(S)
ULSTER — COUNTY

INTERSECTION ROUTE 32/212 ATCR 31 (OLD KINGS HIGHWAY)

☐ CITY ☐ VILLAGE ☒ TOWN OF SAUGERTIES

Department Order filed 5/26/93 as Section 2051.21 Subdivision (d)

Prior specifications hereby superseded ☐ None ☒ April 13, 1993

Purpose : REINSTALLATION OF TRAFFIC SIGNAL UNDER CONTRACT D257019

These specifications will be effective upon the ☐ Installation ☒ Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- ☐ Pretimed Signal
- ☒ Semi-traffic actuated signal
- ☐ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other

B.
- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian pushbuttons

as shown in the ☒ schematic ☐ scaled drawing on page 3

Be equipped with ☐ pre-emption ☒ interconnection and / or coordination which are described as follows

TBC COORDINATION WITH U-118PS AND U-95

FILE SHOP CABINET

FINAL COPY

cc: ( ) ☐ Main Office
(1) ☒ Region 8 Traffic Engineer
(2) ☒ SIGNAL SHOP
( ) ☐

12/28/98 — Date
WD Fitz Patrick / KRF — Signature
RTE — Title

Installation Date

Modification Date 12/28/98

TABLE OF OPERATION

PHASE	FACE							
	1	2	3	4	5	6	7	8
∅ 1	G	G	R	R	R	R	R	R
∅ 2	R	R	R/←G	R	R	R/G→	R	R
∅ 5	R	R	G	G	R	R	R	R
∅ 6	R/←G	R	R	R	R	R	R	R
∅ 1 + ∅ 5	G	G	G	G	R	R	R	R
∅ 1 + ∅ 6	G/←G	G	R	R	R	R	R	R
∅ 2 + ∅ 5	R	R	G/←G	G	R	R/G→	R	R
∅ 2 + ∅ 6	R/←G	R	R/←G	R	R	R/G→	R	R
∅ 3	R	R	R	R	G	G	G	G
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.		FL. R.	

TABLE OF CLEARANCES

TO \ FROM	G	G/←G	R/←G	R/G→	R
G	G / G	G/←Y / G	R/←Y / R	R/G→ / R/G→	R / R
G/←G	G / G		R/←G / R/←G		R / R
R/←G	Y / R	Y/←G / R/←G			R / R
R/G→	Y / R				R / R
R	Y / R	Y/←Y / R	R/←Y / R	R/Y→ / R	R / R

D257019

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		132	252

ROUTE 32/212
VILLAGE OF SAUGERTIES - S.H. 1540
TOWN OF SAUGERTIES - S.H. 142
ULSTER COUNTY

GRID NORTH

RTE. 32/212

TO SIGNAL U-95

SP1 Ø1 Ø1

SP6 Ø6 * 6 B * 6 A

ITEM: 680.510501 (TYPICAL)

ITEMS: 206.03, 680.520106 (INTERCONNECT CONDUIT)

ITEMS: 206.03, 680.520104, 680.71

ITEMS: 10680.5301, 680.71(3)

ITEMS: 206.03, 680.520104, 680.71

Ø3 SP13

* 23 A

ITEMS: 10680.5301, 680.71

ITEMS: 680.54, 680.72 (TYPICAL)

ITEMS: 206.03, 680.520104, 680.71

SP5 Ø5

* 2 A * 2 B Ø2 SP2

RTE. 32/212

SP6 Ø6 SP1 Ø1 * 6 B

ITEM: 647.01 (STOP SIGN)

SP3 Ø3

* 13 A * 3 A * 3 B * 3 B

JAMESWAY/GRAND UNION PLAZA

ITEMS: 206.03, 680.520104, 680.71(2)

ITEM: 680.510501 (TYPICAL)

SP4 Ø3+Ø5-Ø5G

* 15 A * 5 A * 15 B * 5 B Ø5 Ø5

SP5

RTE. 32/212

OLD KINGS HIGHWAY

* 3 A * 13 A * 3 B * 13 B

SP7 Ø2+Ø3-Ø3G

Ø3 Ø3

SP3

ITEMS: 206.03, 680.520106 (INTERCONNECT CONDUIT)

ITEMS: 206.03, 680.520108

ITEMS: 680.5001, 680.600632, 15680.803245, 15680.950206, 08680.94

ITEMS: 206.03, 680.520108, 680.71(2)

ITEMS: 680.7002, 680.730514(2), 680.731014, 680.731514, 680.731914

ITEMS: 206.03, 680.520104, 680.71(2)

ITEMS: 680.7002, 680.730514, 680.731014(4), 680.71(3)

ITEMS: 206.03, 680.520108, 680.71(2)

ITEMS: 680.5001, 680.600432, 15680.803245, 15680.950206, 08680.94

TRAFFIC SIGNAL U-118PS

TRAFFIC SIGNAL U-113

FACES

(2,3,5,6) (1) (4)

FACES

(2,4,5,7,8) (1,3) (6)

A ITEM: 08680.5111 (TYPICAL)
B ITEMS: 680.520104, 680.72 (TYPICAL)
C ITEMS: 680.54, 680.72 (TYPICAL)
D ITEMS: 206.03, 680.520106, 680.71(2)
E ITEMS: 206.03, 680.520108, 680.71(3)
F ITEMS: 680.5001, 680.600432
G ITEMS: 206.03, 680.520106, 680.71
H ITEMS: 206.03, 680.520104, 680.71
I ITEMS: 206.03, 680.520104, 680.71
J ITEMS: 206.03, 680.520106, 680.71

0 20 40 60 80 100 FT

AS-BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DESIGNED BY CHECKED BY ESTIMATED BY DRAFTED BY CHECKED BY UNIT DATE 3/96

U-113 File

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	4		10	3		
Gap, Ext		2	2			2		
Max 1	30	20	36		30	20		
Max 2								
Yel Clearance	5	5	4	3.5	5	5	3.5	3.5
Red Clearance	1	1	1	1.5	1	1	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1	1		1	1		
Min Recall								
Max Recall	1				1			
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Red Rest On Gap								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	105	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	80	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coord	55	15	35	0	55	15	35	0	13 Coord	0	0	0	0	0	0	0	0
1	MAX				MAX												
2 Coord	40	15	25	0	40	15	25	0	14 Coord	0	0	0	0	0	0	0	0
1	MAX				MAX												
3 Coord	0	0	0	0	0	0	0	0	15 Coord	0	0	0	0	0	0	0	0
4 Coord	0	0	0	0	0	0	0	0	16 Coord	0	0	0	0	0	0	0	0
5 Coord	0	0	0	0	0	0	0	0	17 Coord	0	0	0	0	0	0	0	0
6 Coord	0	0	0	0	0	0	0	0	18 Coord	0	0	0	0	0	0	0	0
7 Coord	0	0	0	0	0	0	0	0	19 Coord	0	0	0	0	0	0	0	0
8 Coord	0	0	0	0	0	0	0	0	20 Coord	0	0	0	0	0	0	0	0
9 Coord	0	0	0	0	0	0	0	0	21 Coord	0	0	0	0	0	0	0	0
10 Coord	0	0	0	0	0	0	0	0	22 Coord	0	0	0	0	0	0	0	0
11 Coord	0	0	0	0	0	0	0	0	23 Coord	0	0	0	0	0	0	0	0
12 Coord	0	0	0	0	0	0	0	0	24 Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

U-113

STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	0
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Fsh Start	ON
Start Flash(s)	0
Start AllRed(s)	3
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

RTE 32-212 @ CR 31 (OLD KINGS HIGHWAY) (ID 6113) (Permanent File)

12/14/11 Page 1A

Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4					9	1	1	2	4	3				
1	2	5	6	7	8					9	2	5	6	7	8				
1	3									9	3								
1	4									9	4								
2	1	1	2	3	4					10	1	1	2	4	3				
2	2	6	5	7	8					10	2	6	5	7	8				
2	3									10	3								
2	4									10	4								
3	1	2	1	3	4					11	1	2	1	4	3				
3	2	5	6	7	8					11	2	5	6	7	8				
3	3									11	3								
3	4									11	4								
4	1	2	1	3	4					12	1	2	1	4	3				
4	2	6	5	7	8					12	2	6	5	7	8				
4	3									12	3								
4	4									12	4								
5	1	1	2	3	4					13	1	1	2	4	3				
5	2	5	6	8	7					13	2	5	6	8	7				
5	3									13	3								
5	4									13	4								
6	1	1	2	3	4					14	1	1	2	4	3				
6	2	6	5	8	7					14	2	6	5	8	7				
6	3									14	3								
6	4									14	4								
7	1	2	1	3	4					15	1	2	1	4	3				
7	2	5	6	8	7					15	2	5	6	8	7				
7	3									15	3								
7	4									15	4								
8	1	2	1	3	4					16	1	2	1	4	3				
8	2	6	5	8	7					16	2	6	5	8	7				
8	3									16	3								
8	4									16	4								

U-113

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

| | | |

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1							45	50	2
2	2		6				45	50	10
3	3		3				45	50	22
4							45	50	2
5							45	50	2
6	6		8				45	50	2
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13	3		8				45	50	22
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23	3		5				45	50	22
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	occ G	occ Y	occ R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

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Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip	
1			OFF	
2			OFF	
3			OFF	
4			OFF	
5			OFF	
6			OFF	

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF	0	0		
8	OFF	0	0		
9	OFF	0	0		
10	OFF	0	0		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Init'l Dwell [3.9]

Phases									
Peds									
Overlap									

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Alt# 1 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Enrty								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3]

	Month of Year												Day of Week							Date																							Day Plan	Link To
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
3																																																1	
4																																																1	
5																																																1	
6																																																1	
7																																																1	
8																																																1	
9																																																1	
10																																																1	
11																																																1	
12																																																1	
13																																																1	
14																																																1	
15																																																1	
16																																																1	
17																																																1	
18																																																1	
19																																																1	
20																																																1	
21																																																1	
22																																																1	
23																																																1	
24																																																1	

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Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	7	0	1
2	9	0	2
3	16	0	1
4	19	0	2
5	22	0	99
6	0	0	99
7			
8			

Day Plan 2

	Hour	Min	Act
1	7	0	2
2	22	0	99
3	22	0	99
4			
5			
6			
7			
8			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 4

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 5

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 6

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 7

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 8

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 9

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 10

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 11

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 12

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 13

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 14

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 15

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	254											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call InH	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

RTE 32-212 @ CR 31 (OLD KINGS HIGHWAY)

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C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	189	Unused
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	23	Veh Call 23
I3-8	189	Unused
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE

22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE

43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	6113
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

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#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	1	
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U113 COUNTY # ULSTER DATE _____

D 257019

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	RED	1	SP 1 R	14 / 19C - B - R	2	SP 1 R	14 / 15C - A - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2	Ø2	----------	3	SP 2 R	----------		SP 2 R	
		◄		SP 2 Y	14 / 10C - D - O/B		SP 2 Y	
		◄		SP 2 G	- G/B		SP 2 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
3	Ø3	RED	5	SP 3 R	14 / 19C - B - R/W	6	SP 3 R	14 / 15C - A - R/B
		YELLOW		SP 3 Y	- BL/W		SP 3 Y	- O/B
		GREEN		SP 3 G	- G/W		SP 3 G	- G/B
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- W/B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø5	RED	3	SP 5 R	14 / 10C - D - R	4	SP 5 R	14 / 5C - E - R
		YELLOW		SP 5 Y	- O		SP 5 Y	- O
		GREEN		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	----------	1	SP 6 R	----------		SP 6 R	
		◄		SP 6 Y	14 / 19C - B - O/B		SP 6 Y	
		◄		SP 6 G	- G/B		SP 6 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
7	OVL. 'A' Ø2+Ø3-Ø3G	----------	6	SP 7 R	----------		SP 7 R	
		►		SP 7 Y	14 / 15C - A - BL/W		SP 7 Y	
		►		SP 7 G	- G/W		SP 7 G	
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø3	RED	7	SP 13 R	14 / 19C - B - B/R	8	SP 13 R	14 / 5C - C - R
		YELLOW		SP 13 Y	- O/R		SP 13 Y	- O
		GREEN		SP 13 G	- BL/R		SP 13 G	- G
		Ground Wire		Grnd Bus	- W/R		Grnd Bus	- W
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U113 COUNTY # ULSTER DATE _____

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 4, 6, to 12, 14
SP1 - SP6				
SP1 - SP6				
SP2 - SP5				
SP2 - SP6				
SP2 - SP7				
SP3 - SP7				
SP3 - SP13				
SP5 - SP7				
SP6 - SP7				
SP7 - SP13				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U113 COUNTY # ULSTER DATE _____

D 257019

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B	Ø2	2A, 2B	LOOPS		PRESENCE
3A, 3B	Ø3	3A, 3B	LOOPS		PRESENCE
4A, 4B					
5A, 5B					
6A, 6B	Ø6	6A, 6B	LOOPS		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	Ø3	13A, 13B	LOOPS		PRESENCE
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø3	23A	LOOP		PRESENCE
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TE-26.1

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D257019
PIN: 8460.25.321
File : 51.21.32

U-118PS — SIGNAL NO(S)
ULSTER — COUNTY

INTERSECTION ROUTE 32/212 AT GRAND UNION PLAZA

☐ CITY ☐ VILLAGE ☒ TOWN OF SAUGERTIES

Department Order filed March 17, 2000 as Section 2051.21 Subdivision (f)

Prior specifications hereby superseded ☒ None ☐

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D257019

These specifications will be effective upon the ☒ Installation ☐ Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- ☐ Pretimed Signal
- ☒ Semi-traffic actuated signal
- ☐ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other

B.
- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian pushbuttons

as shown in the ☒ schematic ☐ scaled drawing on page 3

Be equipped with ☐ pre-emption ☒ interconnection and / or coordination which are described as follows

FILE SHOP CABINET

TBC COORDINATED WITH U-95 AND U-113

FINAL COPY

cc: ( ) ☐ Main Office
(1) ☒ Region 8 Traffic Engineer
(2) ☒ SIGNAL SHOP
( ) ☐ _____

12/28/98 — Date
WD Fitzpatrick — Signature
RTE / RRF — Title
Installation Date 12/28/98
Modification Date _____

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION

NOTICE OF ORDER

Study No:
File: 51.21-32
Troop: F-Sig118PS

THE DEPARTMENT OF TRANSPORTATION HAS FILED AN ORDER WITH THE SECRETARY OF STATE WHEREBY:

SECTION: 2051.21 SUBDIVISION: (f) PARAGRAPH: _____

OF THE DEPARTMENT'S REGULATIONS IS ☒ ADDED ☐ AMENDED to read as follows: ☐ REPEALED

(f) Route 32/212, SH 5140, at its intersection with the Grand Union Plaza entrance/exit (Signal 118PS).

The above order shall be published **IMMEDIATELY**

03/08/2000 (DATE) APPROVED BY: W.D.FitzPatrick DAE (SIGNATURE) RTE (TITLE)

I hereby certify that the above is an original of an order of the Department of Transportation adopted pursuant to the authority contained in Section 1620, 1621, 1622 and 1628, and in accordance with the provisions of Sections 1111, 1112, 1113, 1680 and 1681, of the State Vehicle and Traffic Law.

Dated: Albany, New York

MAR 17 2000

Russell B. Vock
DIRECTOR, TRAFFIC AND SAFETY DIVISION

TE 3e (8/80)

TRAFFIC SIGNAL U-118PS

TABLE OF OPERATION

PHASE	FACE							
	1	2	3	4	5	6	7	8
∅ 1	R/←G	R	R	R	R	R	R	R
∅ 5	R	R	R/←G	R	R	R	R	R/G→
∅ 6	G	G	R	R	R	R	R	R
∅ 1 + ∅ 5	R/←G	R	R/←G	R	R	R	R	R/G→
∅ 1 + ∅ 6	G/←G	G	R	R	R	R	R	R
∅ 3	R	R	R	R	G	G	R	R
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.		FL. R.	

TABLE OF CLEARANCES

TO \ FROM	G	G/←G	R/←G	R/G→	R
G	G/G	G/←Y / G	R/←Y / R	R/G→ / R/G→	R/R
G/←G	G/G	X	R/←G / R/←G	X	R/R
R/←G	Y/R	Y/←G / R/←G	X	X	R/R
R/G→	Y/R	X	X	X	R/R
R	Y/R	Y/←Y / R	R/←Y / R	R/Y→ / R	R/R

D257019

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		132	252

ROUTE 32/212
VILLAGE OF SAUGERTIES - S.H. 1540
TOWN OF SAUGERTIES - S.H. 142
ULSTER COUNTY

GRID NORTH

RTE. 32/212

TO SIGNAL U-95

TRAFFIC SIGNAL U-113

TRAFFIC SIGNAL U-118PS

FACES

(2,3,5,6) (1) (4)

FACES

(2,4,5,7,8) (1,3) (6)

ITEMS: 206.03, 680.520104, 680.71

ITEMS: 10680.5301, 680.71(3)

ITEMS: 206.03, 680.520104, 680.71

ITEMS: 10680.5301, 680.71

ITEMS: 680.54, 680.72 (TYPICAL)

ITEMS: 206.03, 680.520104, 680.71

ITEM: 680.510501 (TYPICAL)

ITEMS: 206.03, 680.520106 (INTERCONNECT CONDUIT)

ITEM: 647.01 (STOP SIGN)

ITEMS: 206.03, 680.520104, 680.71(2)

ITEM: 680.510501 (TYPICAL)

ITEMS: 206.03, 680.520106 (INTERCONNECT CONDUIT)

ITEMS: 206.03, 680.520108

ITEMS: 680.5001, 680.600632, 15680.803245, 15680.950206, 08680.94

ITEMS: 206.03, 680.520108, 680.71(2)

ITEMS: 680.7002, 680.730514(2), 680.731014, 680.731514, 680.731914

ITEMS: 206.03, 680.520104, 680.71(2)

ITEMS: 680.7002, 680.730514, 680.731014(4), 680.71(3)

ITEMS: 206.03, 680.520108, 680.71(2)

ITEMS: 680.5001, 680.600432, 15680.803245, 15680.950206, 08680.94

A ITEM: 08680.5111 (TYPICAL)

B ITEMS: 680.520104, 680.72 (TYPICAL)

C ITEMS: 680.54, 680.72 (TYPICAL)

D ITEMS: 206.03, 680.520106, 680.71(2)

E ITEMS: 206.03, 680.520108, 680.71(3)

F ITEMS: 680.5001, 680.600432

G ITEMS: 206.03, 680.520106, 680.71

H ITEMS: 206.03, 680.520104, 680.71

I ITEMS: 206.03, 680.520104, 680.71

J ITEMS: 206.03, 680.520106, 680.71

0 20 40 60 80 100 FT

AS-BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DESIGNED BY CHECKED BY ESTIMATED BY CHECKED BY DRAFTED BY CHECKED BY DATE 3/96

U-118

File

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	5		10	3		
Gap, Ext	2	2	2		2	2		
Max 1	30	15	25		30	15		
Max 2								
Yel Clearance	5	5	4	3.5	5	5	3.5	3.5
Red Clearance	1	1	1	1.5	1	1	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1	1		1	1		
Min Recall								
Max Recall	1				1			
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Red Rest On Gap								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

RTE 32-212 @ GRAND UNION PLAZA (ID 6118) (Permanent File)

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	105	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	80	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coord	55	20	30	0	55	20	30	0	13	Coord	0	0	0	0	0	0	0	0
	1	MAX				MAX													
2	Coord	40	15	25	0	40	15	25	0	14	Coord	0	0	0	0	0	0	0	0
	1	MAX				MAX													
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

U-118

U-118

STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	0
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	3
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

12/14/11 Page 1A

U-118

Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4					9	1	1	2	4	3				
1	2	5	6	7	8					9	2	5	6	7	8				
1	3									9	3								
1	4									9	4								
2	1	1	2	3	4					10	1	1	2	4	3				
2	2	6	5	7	8					10	2	6	5	7	8				
2	3									10	3								
2	4									10	4								
3	1	2	1	3	4					11	1	2	1	4	3				
3	2	5	6	7	8					11	2	5	6	7	8				
3	3									11	3								
3	4									11	4								
4	1	2	1	3	4					12	1	2	1	4	3				
4	2	6	5	7	8					12	2	6	5	7	8				
4	3									12	3								
4	4									12	4								
5	1	1	2	3	4					13	1	1	2	4	3				
5	2	5	6	8	7					13	2	5	6	8	7				
5	3									13	3								
5	4									13	4								
6	1	1	2	3	4					14	1	1	2	4	3				
6	2	6	5	8	7					14	2	6	5	8	7				
6	3									14	3								
6	4									14	4								
7	1	2	1	3	4					15	1	2	1	4	3				
7	2	5	6	8	7					15	2	5	6	8	7				
7	3									15	3								
7	4									15	4								
8	1	2	1	3	4					16	1	2	1	4	3				
8	2	6	5	8	7					16	2	6	5	8	7				
8	3									16	3								
8	4									16	4								

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Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: ON | Extra Included Ph: ON

	Included Ø	3	5							NORMAL			Included Ø															NORMAL	
1	Modifier Ø	5								Grn		9	Modifier Ø															Grn	
	Conflict Ø									Yel	4		Conflict Ø															Yel	3.5
A	Conflict Olap									Red	1	I	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
2	Modifier Ø									Grn		10	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
3	Modifier Ø									Grn		11	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
4	Modifier Ø									Grn		12	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
5	Modifier Ø									Grn		13	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
6	Modifier Ø									Grn		14	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
7	Modifier Ø									Grn		15	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	
	Included Ø									NORMAL			Included Ø															NORMAL	
8	Modifier Ø									Grn		16	Modifier Ø															Grn	
	Conflict Ø									Yel	3.5		Conflict Ø															Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap															Red	1.5
	Conflict Ped									LG			Conflict Ped															LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3	1	5	6																		
Channel Type	VEH	VEH	VEH	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params[1.8.3] | C1 IO Mode: USER | Single BIU Map: SINGLE | Invert Rail Input: OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25	0	0								BegGRN				
26	0	0								BegGRN				
27	0	0								BegGRN				
28	0	0								BegGRN				
29	0	0								BegGRN				
30	0	0								BegGRN				
31	0	0								BegGRN				
32	0	0								BegGRN				
33	0	0								BegGRN				
34	0	0								BegGRN				
35	0	0								BegGRN				
36	0	0								BegGRN				
37	0	0								BegGRN				
38	0	0								BegGRN				
39	0	0								BegGRN				
40	0	0								BegGRN				
41	0	0								BegGRN				
42	0	0								BegGRN				
43	0	0								BegGRN				
44	0	0								BegGRN				
45	0	0								BegGRN				
46	0	0								BegGRN				
47	0	0								BegGRN				
48	0	0								BegGRN				

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Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1							45	50	2
2							45	50	2
3	3		3				45	50	20
4	3		6				45	50	20
5							45	50	2
6	6		5				45	50	10
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

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Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Init'l Dwell [3.9]

Phases									
Peds									
Overlap									

Alt# 1 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

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Annual Schedule [4.3]

	Month of Year												Day of Week							Date																													Day Plan	Link To
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	
3																																																	1	
4																																																	1	
5																																																	1	
6																																																	1	
7																																																	1	
8																																																	1	
9																																																	1	
10																																																	1	
11																																																	1	
12																																																	1	
13																																																	1	
14																																																	1	
15																																																	1	
16																																																	1	
17																																																	1	
18																																																	1	
19																																																	1	
20																																																	1	
21																																																	1	
22																																																	1	
23																																																	1	
24																																																	1	

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Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	7	0	1
2	9	0	2
3	16	0	1
4	19	0	2
5	22	0	99
6	0	0	99
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 2

	Hour	Min	Act
1	7	0	2
2	22	0	99
3	0	0	99
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 4

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 5

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 6

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 7

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 8

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 9

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 10

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 11

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 12

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 13

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 14

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Day Plan 15

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

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Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call In	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn Timer		
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	6118
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	1	
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø	
Yel (olaps)	

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U118PS COUNTY # ULSTER DATE _____

D 257019

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	RED	1	SP 1 R	14 / 10C - C - R	2	SP 1 R	14 / 10C - A - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø3	RED	5	SP 3 R	14 / 5C - B - R	6	SP 3 R	14 / 10C - A - R/B
		YELLOW		SP 3 Y	- O		SP 3 Y	- O/B
		GREEN		SP 3 G	- G		SP 3 G	- G/B
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W/B
4	OVL. 'A' Ø3+Ø5-Ø5G	----------	4	SP 4 R	----------		SP 4 R	
		⇒		SP 4 Y	14 / 10C - E - O/B		SP 4 Y	
		→		SP 4 G	- G/B		SP 4 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
5	Ø5	RED	3	SP 5 R	14 / 5C - D - R	4	SP 5 R	14 / 10C - E - R
		YELLOW		SP 5 Y	- O		SP 5 Y	- O
		GREEN		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	----------	1	SP 6 R	----------		SP 6 R	
		⇐		SP 6 Y	14 / 10C - C - O/B		SP 6 Y	
		←		SP 6 G	- G/B		SP 6 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # _____ COUNTY # _____ DATE _____

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 4, 6 to 14
SP1 - SP4				
SP1 - SP6				
SP3 - SP4				
SP4 - SP5				
[illegible]				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # U118PS COUNTY # ULSTER DATE _____

D 257019

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B					
3A, 3B	Ø3	3A, 3B	LOOPS		PRESENCE
4A, 4B	Ø3	4A,4B	LOOPS		PRESENCE
5A, 5B	[illegible]	[illegible]	LOOPS		[illegible]
6A, 6B	Ø6	6A, 6B	LOOPS		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	[illegible]	[illegible]	[illegible]		[illegible]
14A, 14B					
15A, 15B	[illegible]	[illegible]	[illegible]		[illegible]
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

U-126

D257019

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		134A1	252

ROUTE 32/212
VILLAGE OF SAUGERTIES - S.H. 1540
TOWN OF SAUGERTIES - S.H. 142
ULSTER COUNTY

PLOT FILE | DESIGN FILE | DRAWN BY | CHECKED BY | CHECKED BY | DESIGNED BY | ESTIMATED BY | CHECKED BY | IN CHARGE OF | DATE

FACES

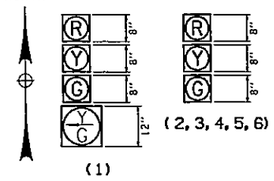


TABLE OF POLES

ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT	POLE
680.600426	26 FT.	4000 lb.	98 FT-KIPS	#1
680.600326	26 FT.	3000 lb.	73.5 FT-KIPS	#2
680.600226	26 FT.	2000 lb.	49 FT-KIPS	#3

TABLE OF HEADS AND CABLE

HEAD	PAYMENT ITEM	CABLE	PAYMENT ITEM
A	08680.8103 (3), 08680.8111	14/5C-A-X/X	680.730514
B	08680.8103 (3), 680.8104, 08680.8111	14/10C-B-X/X	680.731014
C	08680.8103 (3), 08680.8111	14/5C-C-X/X	680.730514
D	08680.8103 (3), 08680.8111	14/5C-D-X/X	680.730514
E	08680.8103 (3), 08680.8111	14/5C-E-X/X	680.730514
F	08680.8103 (3), 08680.8111	14/5C-F-X/X	680.730514

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

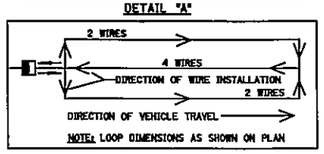
TABLE OF SIGNS

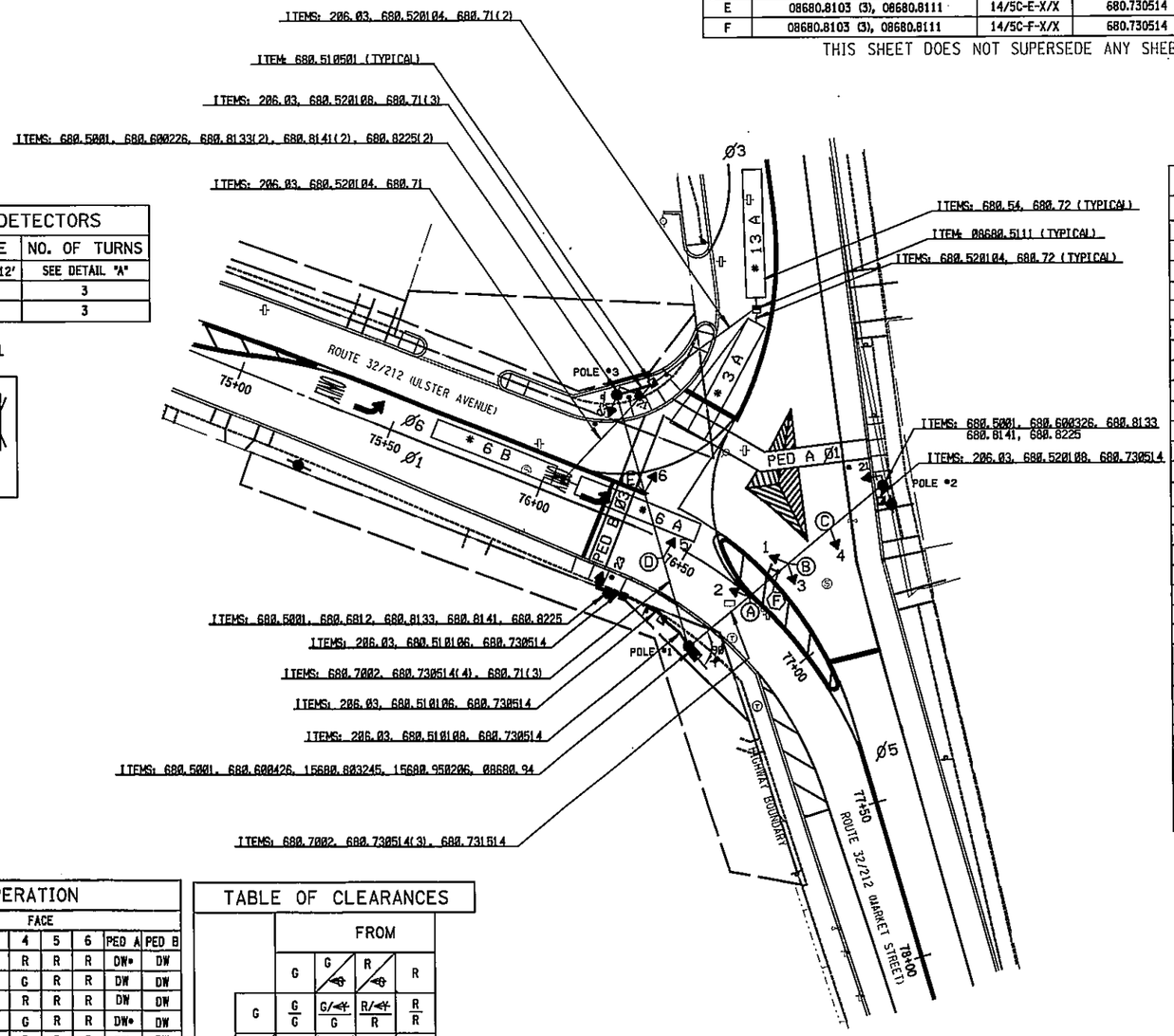
HEAD	PAYMENT ITEM	MUTCD	TEXT
F	680.8201	R3-22C	ONLY

TABLE OF VEHICLE DETECTORS

NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
3A	LOOP	# 3 PRESENCE	6' x 40' x 12'	SEE DETAIL "A"
13A	LOOP	# 3 PRESENCE	6' x 40'	3
6A, 6B,	LOOP	# 6 PRESENCE	6' x 40'	3

QUADRUPOLE PRESENCE LOOP INSTALLATION
DETAIL "A"





ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	150
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP., REQ B	INT. MO.	3
647.01	REMOVAL OF SIGNS, SIZE A, 0-10 S.F.	EA.	1
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	8.5
680.510501	PULLBOX, RECT. CONC. 26" x 18"	EA.	4
08680.5111	CAST ALUMINUM JUNCTION BOX	EA.	2
680.520104	CONDUIT, STEEL, ZINC COATED, 1¼"DIA.	L.F.	100
680.520106	CONDUIT, STEEL, ZINC COATED, 2"DIA.	L.F.	25
680.520108	CONDUIT, STEEL, ZINC COATED, 3"DIA.	L.F.	25
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	500
680.600226	TRAF. SIG. POLE - SPAN WIRE, 2000 lb., 26'	EA.	1
680.600326	TRAF. SIG. POLE - SPAN WIRE, 3000 lb., 26'	EA.	1
680.600426	TRAF. SIG. POLE - SPAN WIRE, 4000 lb., 26'	EA.	1
680.6812	TRAF. SIG. POLE - BRACKET MT. 12'	EA.	1
680.7002	DUAL SPAN WIRE ASS'Y W/UPPER TETHER WIRE	EA.	2
680.71	SHIELDED LEAD-IN CABLE	L.F.	480
680.72	INDUCTANCE LOOP WIRE	L.F.	1600
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	L.F.	660
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG	L.F.	130
15680.803245	INSTALL MICROCOMPUTER CABINET	EA.	1
08680.8103	TRAFFIC SIGNAL SECTION - 8"	EA.	18
680.8104	FIBEROPTIC DUAL INDICATION ARROW	EA.	1
08680.8111	TRAF. SIG. BRACKET ASS'Y - 1 WAY	EA.	4
08680.8112	TRAF. SIG. BRACKET ASS'Y - 2 WAY	EA.	1
680.8133	PED SIGNAL SECTION - FIBEROPTIC	EA.	4
680.8141	PED SIG BRACKET MOUNT ASS'Y	EA.	4
680.8201	OVERHEAD SIGN ASS'Y - TYPE A	EA.	1
680.8225	PED PUSH BUTTON & SIGN W/O POST	EA.	4
08680.94	TRAF. SIG. SERVICE ENTRANCE	EA.	1
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 6 AWG	L.F.	35

U-126
5/5 TRAFFIC SIGNAL U~~XXXX~~124

TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	PED A	PED B
# 1	G	G	R	R	R	R	DW*	DW
# 5	R	R	G	G	R	R	DW	DW
# 6	R/⇦	R	R	R	R	R	DW	DW
# 1 + # 5	G	G	G	G	R	R	DW*	DW
# 1 + # 6	G/⇦	G	R	R	R	R	DW*	DW
# 3	R	R	R	R	G	G	DW	DW*
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.		DARK	

TABLE OF CLEARANCES

TO \ FROM	G	G/⇦	R/⇦	R
G	G/G	G/⇦/G	R/⇦/R	R/R
G/⇦	G/G		R/⇦/R	R/R
R/⇦	Y/R	Y/⇦/R		R/R
R	Y/R	Y/⇦/R	R/⇦/R	R/R

0 20 40 60 80 100 FT
1" = 20' SCALE

• THIS INDICATION SHALL BE **WALK** FOLLOWED BY A **FLASHING DON'T WALK** AND **STEADY DON'T WALK** WHEN AN ASSOCIATED PEDESTRIAN BUTTON IS ACTUATED.

AS-BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION EIGHT
	1" = 20'		

U-126

REGION EIGHT - TRAFFIC GROUP

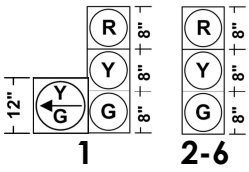
PIN 8460.26.101

U-126
Signal #

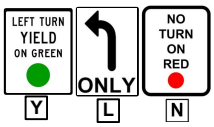
STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Village of ***SAUGERTIES***

Signal: **U-126**
File: 51.06-32
D/HWP: D257019
PIN: 8460.26

FACES



SIGNS



Phase Sequence

1		3	4
5	6		

Dec 2022
PLAN OF OPERATION

Printed: 12/9/2022

6126

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		5		10	3		
Gap, Ext	2		2		2	2		
Max 1	30		25	29	30	15		
Max 2								
Yel Clearance	4		4	3	4	4		
Red Clearance	1		1		1	1		
Walk				7				
Ped Clearance				19				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Enable	ON		ON	ON	ON	ON		
Min Recall								
Max Recall	ON				ON			
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	90	0	1	1	13					25					37				
2					14					26					38				
3					15					27					39				
4					16					28					40				
5					17					29					41				
6					18					30					42				
7					19					31					43				
8					20					32					44				
9					21					33					45				
10					22					34					46				
11					23					35					47				
12					24					36					48				

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	32	12	30	20	32	12	30	20	13	Coor								
	1	Max	NON	NON	NON	Max	NON	NON	NON										
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Green	ON
2	1	Red	OFF
3	1	Red	ON
4	1	Red	ON
5	2	Green	ON
6	2	Red	ON
7	2	Red	OFF
8	2	Red	OFF

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	3
Yellow < 3"	OFF
Display Time	20
Red Revert	0
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: OFF | Extra Included Ph: ON

	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
1	Modifier Ø								Grn		9	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
A	Conflict Olap								Red	1.5	I	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
2	Modifier Ø								Grn		10	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
3	Modifier Ø								Grn		11	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
4	Modifier Ø								Grn		12	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
5	Modifier Ø								Grn		13	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
6	Modifier Ø								Grn		14	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
7	Modifier Ø								Grn		15	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
8	Modifier Ø								Grn		16	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
H	Conflict Olap								Red	1.5	P	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3		5	6	4		4															
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	YEL	Red	Red	Red	YEL	DRK	DRK	Red	DRK	Red	Red	Red	Red	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22							EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25									BegGRN				
26									BegGRN				
27									BegGRN				
28									BegGRN				
29									BegGRN				
30									BegGRN				
31									BegGRN				
32									BegGRN				
33									BegGRN				
34									BegGRN				
35									BegGRN				
36									BegGRN				
37									BegGRN				
38									BegGRN				
39									BegGRN				
40									BegGRN				
41									BegGRN				
42									BegGRN				
43									BegGRN				
44									BegGRN				
45									BegGRN				
46									BegGRN				
47									BegGRN				
48									BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1							45	50	2
2							45	50	2
3	3		5				45	50	15
4	3		3				45	50	15
5							45	50	2
6	6		5				45	50	10
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	ON	ON		ON				
34	ON	ON		ON				
35	ON	ON		ON				
36	ON	ON		ON				
37	ON	ON		ON				
38	ON	ON		ON				
39	ON	ON		ON				
40	ON	ON		ON				
41	ON	ON		ON				
42	ON	ON		ON				
43	ON	ON		ON				
44	ON	ON		ON				
45	ON	ON		ON				
46	ON	ON		ON				
47	ON	ON		ON				
48	ON	ON		ON				
49	ON	ON		ON				
50	ON	ON		ON				
51	ON	ON		ON				
52	ON	ON		ON				
53	ON	ON		ON				
54	ON	ON		ON				
55	ON	ON		ON				
56	ON	ON		ON				
57	ON	ON		ON				
58	ON	ON		ON				
59	ON	ON		ON				
60	ON	ON		ON				
61	ON	ON		ON				
62	ON	ON		ON				
63	ON	ON		ON				
64	ON	ON		ON				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	4		15	
2	4		15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	**ON**	**RAIL**	**Dwell**		
2	**ON**	**RAIL**	**Dwell**		
3	**ON**	**EMERG**	**Dwell**		
4	**ON**	**EMERG**	**Dwell**		
5	**ON**	**EMERG**	**Dwell**		
6	**ON**	**EMERG**	**Dwell**		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					**ON**
2					**ON**
3					**ON**
4					**ON**
5					**ON**
6					**ON**

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		**2**			
2		**2**			
3		**2**			
4		**2**			
5		**2**			
6		**2**			

Pre #	Red	Pattern	Skip
1			**OFF**
2			**OFF**
3			**OFF**
4			**OFF**
5			**OFF**
6			**OFF**

Low Priority Preempts

Pre #	Type	Min	Max
7	**OFF**		
8	**OFF**		
9	**OFF**		
10	**OFF**		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	**OFF**
Preempt or Ext Output	**PRE**
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	**None**
Pre Invert Rail Input	**OFF**

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlap	
	Peds	
2	Phases	
	Overlap	
	Peds	
3	Phases	
	Overlap	
	Peds	
4	Phases	
	Overlap	
	Peds	
5	Phases	
	Overlap	
	Peds	
6	Phases	
	Overlap	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	**ON**	**ON**	**ON**	**OFF**	
2	**ON**	**ON**	**ON**	**OFF**	
3	**ON**	**ON**	**ON**	**OFF**	
4	**ON**	**ON**	**ON**	**OFF**	
5	**ON**	**ON**	**ON**	**OFF**	
6	**ON**	**ON**	**ON**	**OFF**	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1.3]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Annual Schedule [4.3] **Month of Year** **Day of Week** **Date**

	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Day Plan	Link To
1	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	1	
2	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON						ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON			2	
3																																																		1	
4																																																			1	
5																																																		1	
6																																																		1	
7																																																		1	
8																																																		1	
9																																																		1	
10																																																		1	
11																																																		1	
12																																																		1	
13																																																		1	
14																																																		1	
15																																																		1	
16																																																		1	
17																																																		1	
18																																																		1	
19																																																		1	
20																																																		1	
21																																																		1	
22																																																		1	
23																																																		1	
24																																																		1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	13	3	1
2	18	3	99
3	0	0	99
4			
5			
6			
7			
8			

Day Plan 2

	Hour	Min	Act
1	12	3	1
2	17	3	99
3	0	0	99
4			
5			
6			
7			
8			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 4

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 5

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 6

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 7

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 8

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 9

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 10

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 11

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 12

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 13

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 14

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 15

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	130	Ped Call 2
I2-2	129	Ped Call 1
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	**189**	Unused
I4-2	**189**	Unused
I4-3	**189**	Unused
I4-4	**189**	Unused
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fcn	Inv2	IO2	Opn2	O3Fcn	Inv3	IO3	Opn3	Dly	Sec
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None
11	None
12	None
13	None
14	None
15	None
16	None
17	None
18	None
19	None
20	None
21	None
22	None
23	None
24	None
25	None
26	None
27	None
28	None
29	None
30	None
31	None
32	None
33	None
34	None
35	None
36	None
37	None
38	None
39	None
40	None
41	None
42	None
43	None
44	None
45	None
46	None
47	None
48	None
49	None
50	None
51	None
52	None
53	None
54	None
55	None
56	None
57	None
58	None
59	None
60	None
61	None
62	None
63	None
64	None

Com Parameters [6.1]

Station ID	6126
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	None	SYSUp	ASYNC2
CMU/MMU	None	SYSDown	ASYNC1
Opticom	None	Shell	None
Loop Det.	None		
GPS	-		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failure		
27	BIU Detector Failure	ON	ON
32	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø					From	To	From	To	From	To	From	To
1						1								
2						2								
3						3								
4						4								
5						5								
6						6								
7						7								
8						8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø					From	To	From	To	From	To	From	To
1						1								
2						2								
3						3								
4						4								
5						5								
6						6								
7						7								
8						8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		

U-126
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-126**
File: 51.06-32
D/HWP: D257019
PIN: 8460.26

TABLE OF SWITCH PACKS

Date: 12/9/2022

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 *Flash=Y*	Ø1	Red	1	SP 1 R	14 / 15C – B - R/W	2	SP 1 R	14 / 05C - A - R
		Yellow		SP 1 Y	- B/W		SP 1 Y	- O
		Green		SP 1 G	- G/W		SP 1 G	- G
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3 *R*	Ø3	Red	5	SP 3 R	14 / 05C - D - R	6	SP 3 R	14 / 05C - E - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4.				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5. *Y*	Ø5	Red	3	SP 5 R	14 / 15C – B - R/W	4	SP 5 R	14 / 05C - C - R
		Yellow		SP 5 Y	- B/W		SP 5 Y	- O
		Green		SP 5 G	- G/W		SP 5 G	- G
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- W
6. *W*	Ø6	- - - - -	1	SP 6 R	- - - - -		SP 6 R	
		⇐		SP 6 Y	14 / 15C – B - B/W		SP 6 Y	
		←		SP 6 G	- G/W		SP 6 G	
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	
7. *W*	XPED-1 Ø4	HAND	21	SP 7 R	14 / 05C - 1P - R		SP 7 R	
		- - - - - - -		SP 7 Y	- - - - -		SP 7 Y	
		MAN		SP 7 G	- G		SP 7 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9 *W*	XPED-2 Ø4	HAND	22	SP 9 R	14 / 05C - 2P - R		SP 9 R	
		- - - - - - -		SP 9 Y	- - - - -		SP 9 Y	
		MAN		SP 9 G	- G		SP 9 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11.				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
15				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Ground Wire		Grnd Bus			Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

U-126
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

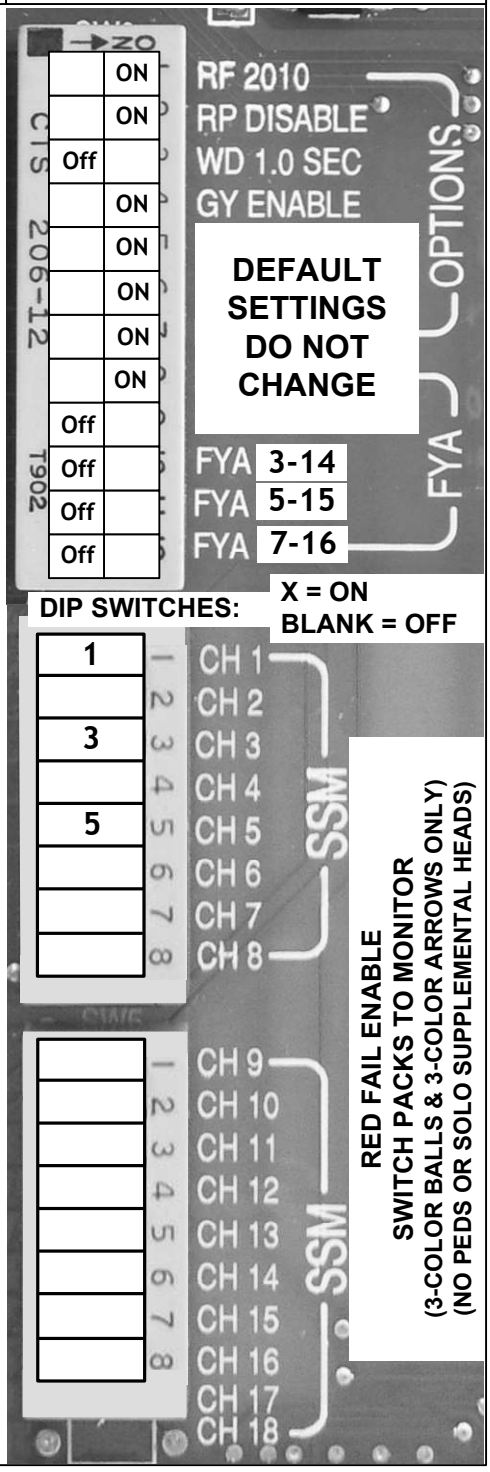
Signal: **U-126**
File: 51.06-32
D/HWP: D257019
PIN: 8460.26
Date: 12/9/2022

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)		
1 - 5		
1 - 6		
7 - 9		

YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS	
1	
2	
3	
4	
5	
6	
7	X
8	
9	X
10	
11	
12	
13	
14	
15	
16	

210NYR MONITOR BOARD
(SWITCH PACKS TO MONITOR)



CURRENT MONITOR BOARD (IF USED)

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
2, 4, 6-16

Notes:

_____

_____

_____

U-126
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-126**
File: 51.06-32
D/HWP: D257019
PIN: 8460.26

Date: 12/9/2022

TABLE OF INPUT WIRING

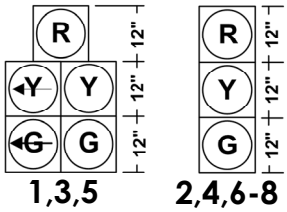
TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B					
3A, 3B	**Ø 3**	3	QUADRAPOLE		PRESENCE LOOP
4A, 4B	**Ø 3**	4	NORMAL		PRESENCE LOOP
5A, 5B					
6A, 6B	**Ø 6**	6	QUADRAPOLE		PRESENCE LOOP
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B	**PED 1 - Ø 4**	21	BUTTON		PEDESTRIAN
22A, 22B	**PED 2 - Ø 4**	22	BUTTON		PEDESTRIAN
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

U-169
Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Town of ***SAUGERTIES***

Signal: **U-169**
File: 51.21-32
D/HWP: D26xxxx
PIN: 88xx.xx

FACES



SIGNS



Phase Sequence

1	2	3	4
5	6		8

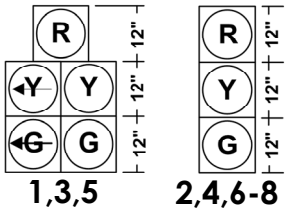
Printed: 5/31/2024

U-169
Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Town of ***SAUGERTIES***

Signal: **U-169**
File: 51.21-32
D/HWP: D26xxxx
PIN: 88xx.xx

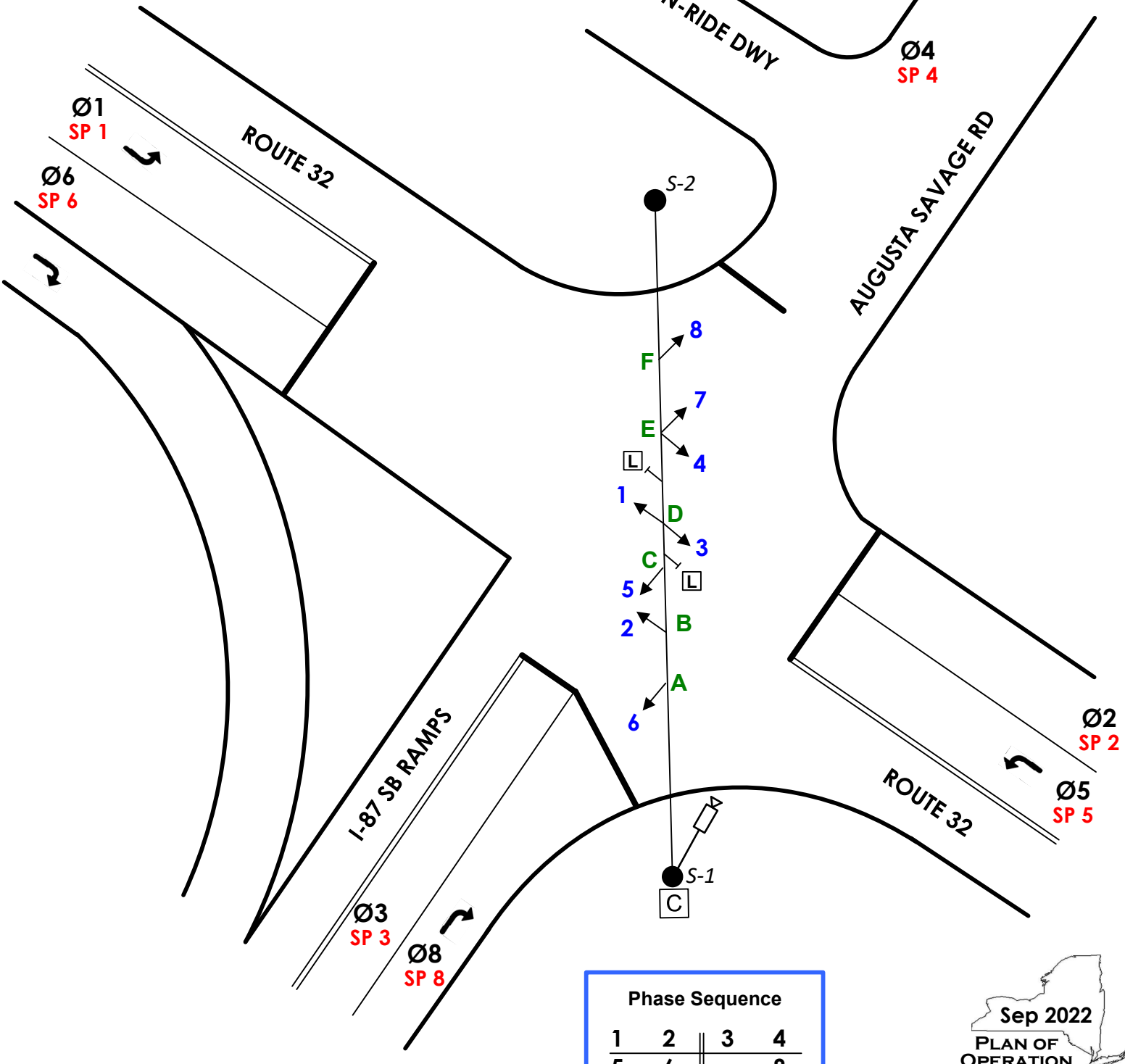
FACES



SIGNS







Phase Sequence

1	2	3	4
5	6		8

Printed: 5/31/2024

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	3	7	3	3	3	7		3
Gap, Ext	2	2	2	2	2	2		2
Max 1	10	30	15	10	10	30		15
Max 2								
Yel Clearance	4	4	4	4	4	4	3.5	4
Red Clearance	1	1	1	1	1	1	1.5	1
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Enable	ON	ON	ON	ON	ON	ON		ON
Min Recall		ON				ON		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

6169 RT 32 @ THRUWAY

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1
Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

6169

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Red	ON
2	1	Green	ON
3	1	Red	ON
4	1	Red	ON
5	2	Red	ON
6	2	Green	ON
7	2	Red	OFF
8	2	Red	ON

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	Channel
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	0
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	OFF	Extra Included Ph	ON

	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
1	Modifier Ø								Grn		9	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
A	Conflict Olap								Red	1.5	I	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
2	Modifier Ø								Grn		10	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
3	Modifier Ø								Grn		11	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
4	Modifier Ø								Grn		12	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
5	Modifier Ø								Grn		13	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
6	Modifier Ø								Grn		14	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
7	Modifier Ø								Grn		15	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
8	Modifier Ø								Grn		16	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
H	Conflict Olap								Red	1.5	P	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6		8																
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25										BegGRN				
26										BegGRN				
27										BegGRN				
28										BegGRN				
29										BegGRN				
30										BegGRN				
31										BegGRN				
32										BegGRN				
33										BegGRN				
34										BegGRN				
35										BegGRN				
36										BegGRN				
37										BegGRN				
38										BegGRN				
39										BegGRN				
40										BegGRN				
41										BegGRN				
42										BegGRN				
43										BegGRN				
44										BegGRN				
45										BegGRN				
46										BegGRN				
47										BegGRN				
48										BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1		7				45	50	2
2	2						45	50	2
3	3						45	50	2
4	4		5				45	50	2
5	5						45	50	2
6	6						45	50	2
7							45	50	2
8	8		5				45	50	2
9							45	50	2
10							45	50	2
11	1		7				45	50	2
12	2						45	50	2
13	3						45	50	2
14	4		5				45	50	2
15	5						45	50	2
16	6						45	50	2
17							45	50	2
18	8		5				45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29	1						45	50	7
30	2						45	50	20
31	3						45	50	10
32	4						45	50	7

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33	5						45	50	7
34	6						45	50	20
35	7						45	50	
36	8						45	50	14
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	ON	ON		ON				
34	ON	ON		ON				
35	ON	ON		ON				
36	ON	ON		ON				
37	ON	ON		ON				
38	ON	ON		ON				
39	ON	ON		ON				
40	ON	ON		ON				
41	ON	ON		ON				
42	ON	ON		ON				
43	ON	ON		ON				
44	ON	ON		ON				
45	ON	ON		ON				
46	ON	ON		ON				
47	ON	ON		ON				
48	ON	ON		ON				
49	ON	ON		ON				
50	ON	ON		ON				
51	ON	ON		ON				
52	ON	ON		ON				
53	ON	ON		ON				
54	ON	ON		ON				
55	ON	ON		ON				
56	ON	ON		ON				
57	ON	ON		ON				
58	ON	ON		ON				
59	ON	ON		ON				
60	ON	ON		ON				
61	ON	ON		ON				
62	ON	ON		ON				
63	ON	ON		ON				
64	ON	ON		ON				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

RT 32 @ THRUWAY

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	None
Pre Invert Rail Input	OFF

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1.3]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Annual Schedule [4.3]	Month of Year												Day of Week							Date																							Day Plan	Link To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	189	Unused
I3-2	18	Veh Call 18
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	**29**	Veh Call 29
I4-2	**30**	Veh Call 30
I4-3	**31**	Veh Call 31
I4-4	**32**	Veh Call 32
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	33	Veh Call 33
I7-2	34	Veh Call 34
I7-3	35	Veh Call 35
I7-4	36	Veh Call 36
I7-5	37	Veh Call 37
I7-6	38	Veh Call 38
I7-7	39	Veh Call 39
I7-8	40	Veh Call 40
I8-1	41	Veh Call 41
I8-2	42	Veh Call 42
I8-3	43	Veh Call 43
I8-4	44	Veh Call 44
I8-5	45	Veh Call 45
I8-6	46	Veh Call 46
I8-7	47	Veh Call 47
I8-8	48	Veh Call 48

C11S-USER IO Map [1.8.9.2 Out]

O8-1	49	Ch1 Green
O8-2	50	Ch2 Green
O8-3	51	Ch3 Green
O8-4	52	Ch4 Green
O8-5	53	Ch5 Green
O8-6	54	Ch6 Green
O8-7	55	Ch7 Green
O8-8	56	Ch8 Green

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fcn	Inv2	IO2	Opn2	O3Fnc	Inv3	IO3	Opn3	Dly	Sec
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	None	43	None
2	SECURE	23	None	44	None
3	None	24	None	45	None
4	None	25	None	46	None
5	None	26	None	47	None
6	None	27	None	48	None
7	None	28	None	49	None
8	None	29	None	50	None
9	None	30	None	51	None
10	None	31	None	52	None
11	None	32	None	53	None
12	None	33	None	54	None
13	None	34	None	55	None
14	None	35	None	56	None
15	None	36	None	57	None
16	None	37	None	58	None
17	None	38	None	59	None
18	None	39	None	60	None
19	None	40	None	61	None
20	None	41	None	62	None
21	None	42	None	63	None
				64	None

Com Parameters [6.1]

Station ID	6169
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	192	168	0	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	5001			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	None	SYSUp	ASYNC2
CMU/MMU	None	SYSDown	ASYNC1
Opticom	None	Shell	None
Loop Det.	None		
GPS	-		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	ON
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	ON
18	Cycle Failure	ON	ON
19	Coordination Fault	ON	ON
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failur		
27	BIU Detector Failure	ON	ON
32	Queue detector alarm	ON	ON
29	Ped Detector Fault	ON	ON
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	ON
49	Preempt 1 Input	ON	ON
50	Preempt 2 Input	ON	ON
51	Preempt 3 Input	ON	ON
52	Preempt 4 Input	ON	ON
53	Preempt 5 Input	ON	ON
54	Preempt 6 Input	ON	ON
55	Preempt 7 Input	ON	ON
56	Preempt 8 Input	ON	ON
57	Preempt 9 Input	ON	ON
58	Preempt 10 Input	ON	ON
61	In Transition	ON	ON
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		

U-169
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-169**
File: 51.21-32
D/HWP: D26xxxx
PIN: 88xx.xx

TABLE OF SWITCH PACKS

Date: 5/31/2024

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 *Flash=W*	Ø1	- - - - -	1	SP 1 R	- - - - -		SP 1 R	
		⇐		SP 1 Y	14 / 19C - D – O/R		SP 1 Y	
		←		SP 1 G	- BL/R		SP 1 G	
		Ground Wire		Grnd Bus	- W/R		Grnd Bus	
2 *Y*	Ø2	Red	3	SP 2 R	14 / 19C - D – B/R	4	SP 2 R	14 / 10C – E - R / B
		Yellow		SP 2 Y	- O/R		SP 2 Y	- O / B
		Green		SP 2 G	- BL/R		SP 2 G	- G / B
		Ground Wire		Grnd Bus	- W/R		Grnd Bus	- W / B
3 *W*	Ø3	- - - - -	5	SP 3 R	- - - - -		SP 3 R	
		⇐		SP 3 Y	14 / 10C – C - O / B		SP 3 Y	
		←		SP 3 G	- G / B		SP 3 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
4. *R*	Ø4	Red	7	SP 4 R	14 / 10C – E - R / B	8	SP 4 R	14 / 05C - F - R
		Yellow		SP 4 Y	- O / B		SP 4 Y	- O
		Green		SP 4 G	- G / B		SP 4 G	- G
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W
5. *W*	Ø5	- - - - -	3	SP 5 R	- - - - -		SP 5 R	
		⇐		SP 5 Y	14 / 19C - D – O/R		SP 5 Y	
		←		SP 5 G	- BL/R		SP 5 G	
		Ground Wire		Grnd Bus	- W/R		Grnd Bus	
6. *Y*	Ø6	Red	1	SP 6 R	14 / 19C - D – B/R	2	SP 6 R	14 / 05C - B - R
		Yellow		SP 6 Y	- O/R		SP 6 Y	- O
		Green		SP 6 G	- BL/R		SP 6 G	- G
		Ground Wire		Grnd Bus	- W/R		Grnd Bus	- W
7.				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8 *R*	Ø8	Red	5	SP 8 R	14 / 10C – C - R / B	6	SP 8 R	14 / 05C - A - R
		Yellow		SP 8 Y	- O / B		SP 8 Y	- O
		Green		SP 8 G	- G / B		SP 8 G	- G
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11.				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
15				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Ground Wire		Grnd Bus			Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

U-169
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

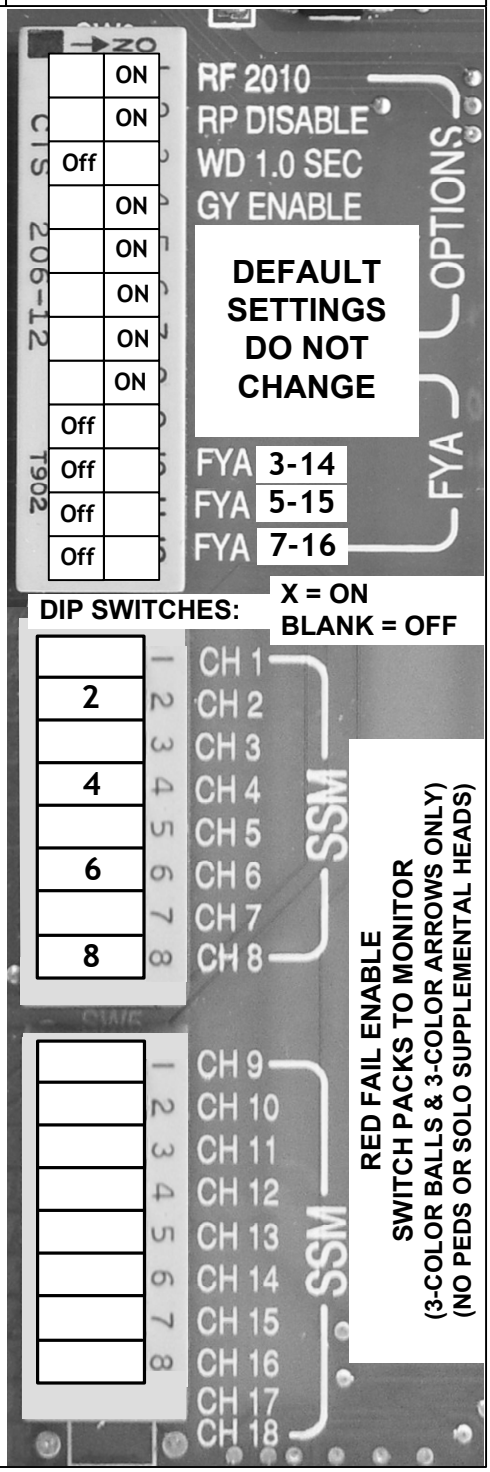
Signal: **U-169**
File: 51.21-32
D/HWP: D26xxxx
PIN: 88xx.xx
Date: 5/31/2024

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)		
1 - 5		
1 - 6		
2 - 5		
2 - 6		
3 - 8		
4 - 8		

YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

210NYR MONITOR BOARD
(SWITCH PACKS TO MONITOR)



CURRENT MONITOR BOARD (IF USED)

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
1, 3, 5, 7, 9-16

Notes:

_____

_____

_____

U-169
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **U-169**
File: 51.21-32
D/HWP: D26xxxx
PIN: 88xx.xx

Date: 5/31/2024

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	**Ø 1**	1	QUADRAPOLE		PRESENCE LOOP
2A, 2B	**Ø 2**	2	QUADRAPOLE		PRESENCE LOOP
3A, 3B	**Ø 3**	3	QUADRAPOLE		PRESENCE LOOP
4A, 4B	**Ø 4**	4	QUADRAPOLE		PRESENCE LOOP
5A, 5B	**Ø 5**	5	QUADRAPOLE		PRESENCE LOOP
6A, 6B	**Ø 6**	6	QUADRAPOLE		PRESENCE LOOP
7A, 7B					
8A, 8B	**Ø 8**	8	QUADRAPOLE		PRESENCE LOOP
9A, 9B					
10A, 10B					
11A, 11B	**Ø 1**	11	NORMAL		PRESENCE LOOP
12A, 12B	**Ø 2**	12	NORMAL		PRESENCE LOOP
13A, 13B	**Ø 3**	13	NORMAL		PRESENCE LOOP
14A, 14B	**Ø 4**	14	NORMAL		PRESENCE LOOP
15A, 15B	**Ø 5**	15	NORMAL		PRESENCE LOOP
16A, 16B	**Ø 6**	16	NORMAL		PRESENCE LOOP
17A, 17B					
18A, 18B	**Ø 8**	18	NORMAL		PRESENCE LOOP
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

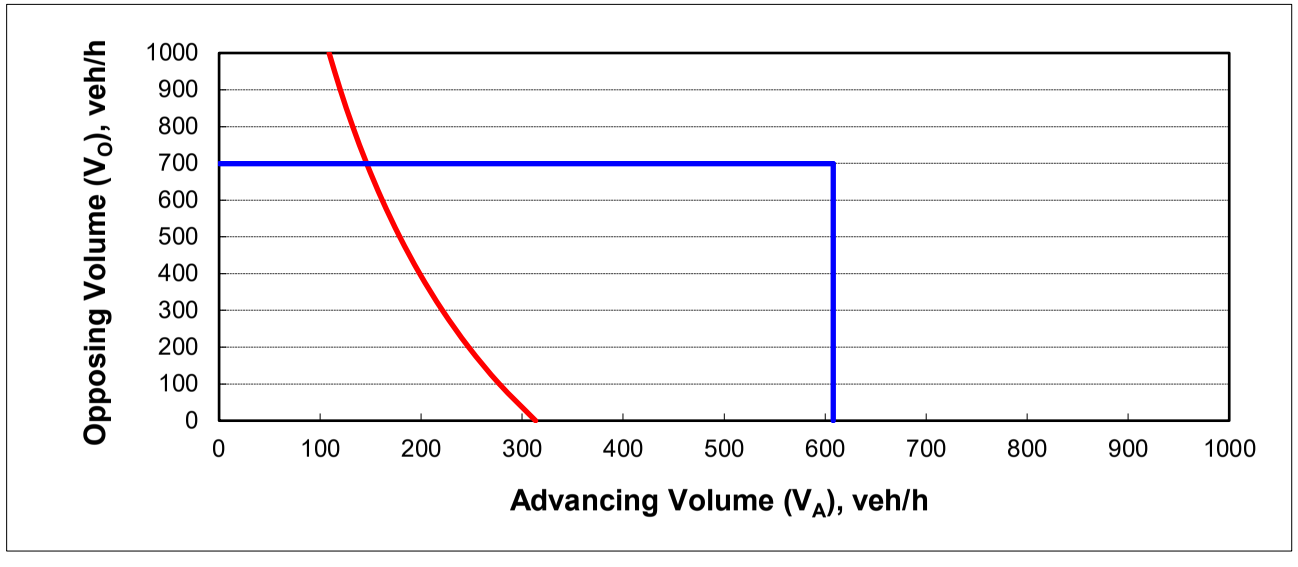
INPUT

Variable	Value
Major Approach	NY-32 @ Proposed Driveway
Approach	Northbound (AM Peak Full Build - SP)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	608
Opposing volume (V_O), veh/h:	699

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	699	608	0
608	699	608	699



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	146
Guidance for determining the need for a major-road left-turn bay:	
Northbound (AM Peak Full Build - SP) Left-turn treatment warranted at NY-32 @ Proposed Driveway Inte	

ρ	0.01
f =	0.79
Wait Time	3.447 s
Service Rate	735 veh/h
Arrival Rate	146 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	19%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		313	410	345	308	251
100		277	363	305	273	222
200		247	324	272	243	198
300		221	290	243	217	177
400		199	260	219	195	159
500		179	234	197	176	143
600		161	212	178	159	130
700		146	191	161	143	117
800		132	173	146	130	106
900		120	157	132	118	96
1000		109	143	120	107	87

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

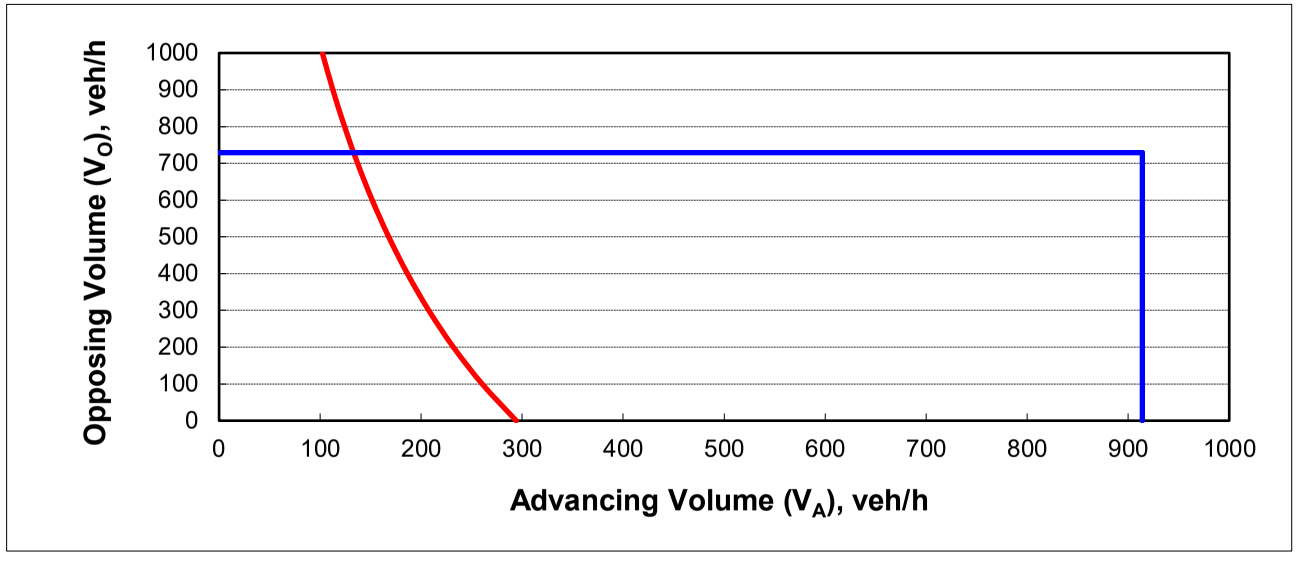
INPUT

Variable	Value
Major Approach	NY-32 @ Proposed Driveway
Approach	Northbound (PM Peak Full Build - SP)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V_A), %:	23%
Advancing volume (V_A), veh/h:	914
Opposing volume (V_O), veh/h:	729

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	729	914	0
914	729	914	729



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	133
Guidance for determining the need for a major-road left-turn bay:	
Northbound (PM Peak Full Build - SP) Left-turn treatment warranted at NY-32 @ Proposed Driveway Inte	

ρ	0.01
f =	0.79
Wait Time	3.654 s
Service Rate	720 veh/h
Arrival Rate	133 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	23%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		294	410	345	308	251
100		260	363	305	273	222
200		232	324	272	243	198
300		208	290	243	217	177
400		186	260	219	195	159
500		168	234	197	176	143
600		152	212	178	159	130
700		137	191	161	143	117
800		124	173	146	130	106
900		113	157	132	118	96
1000		102	143	120	107	87

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

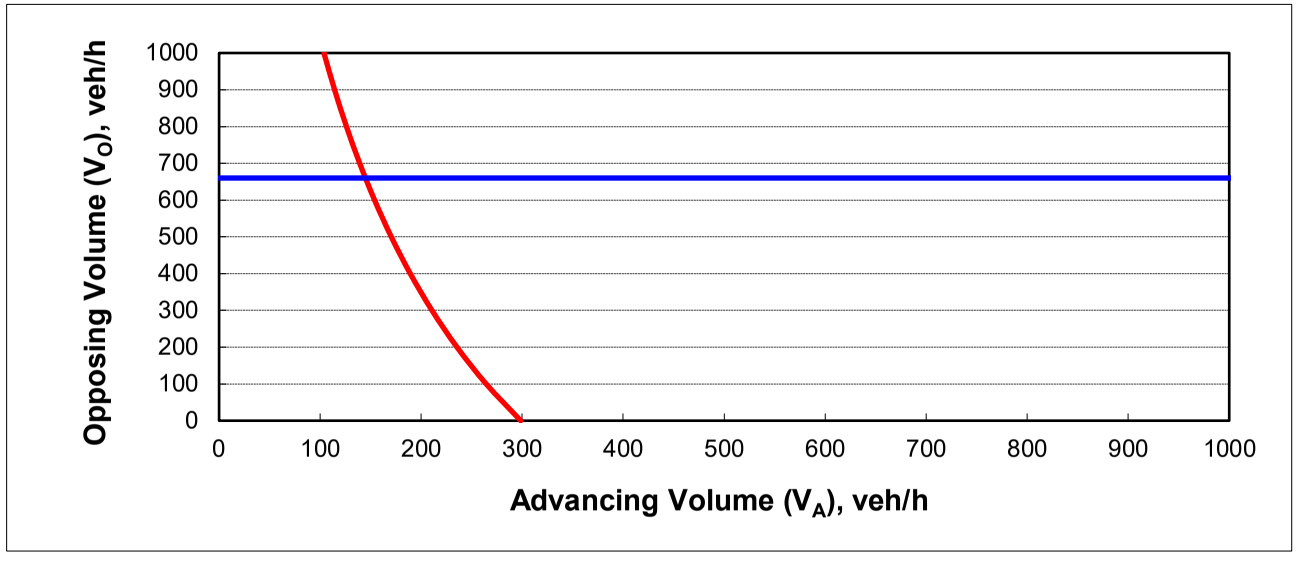
INPUT

Variable	Value
Major Approach	NY-32 @ Proposed Driveway
Approach	Northbound (Friday Peak Full Build - SP)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V_A), %:	22%
Advancing volume (V_A), veh/h:	1101
Opposing volume (V_O), veh/h:	660

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	660	1101	0
1101	660	1101	660



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	145
Guidance for determining the need for a major-road left-turn bay:	
Northbound (Friday Peak Full Build - SP) Left-turn treatment warranted at NY-32 @ Proposed Driveway	

ρ	0.01
f =	0.79
Wait Time	3.187 s
Service Rate	756 veh/h
Arrival Rate	145 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	22%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		299	410	345	308	251
100		264	363	305	273	222
200		236	324	272	243	198
300		211	290	243	217	177
400		189	260	219	195	159
500		170	234	197	176	143
600		154	212	178	159	130
700		139	191	161	143	117
800		126	173	146	130	106
900		114	157	132	118	96
1000		104	143	120	107	87

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

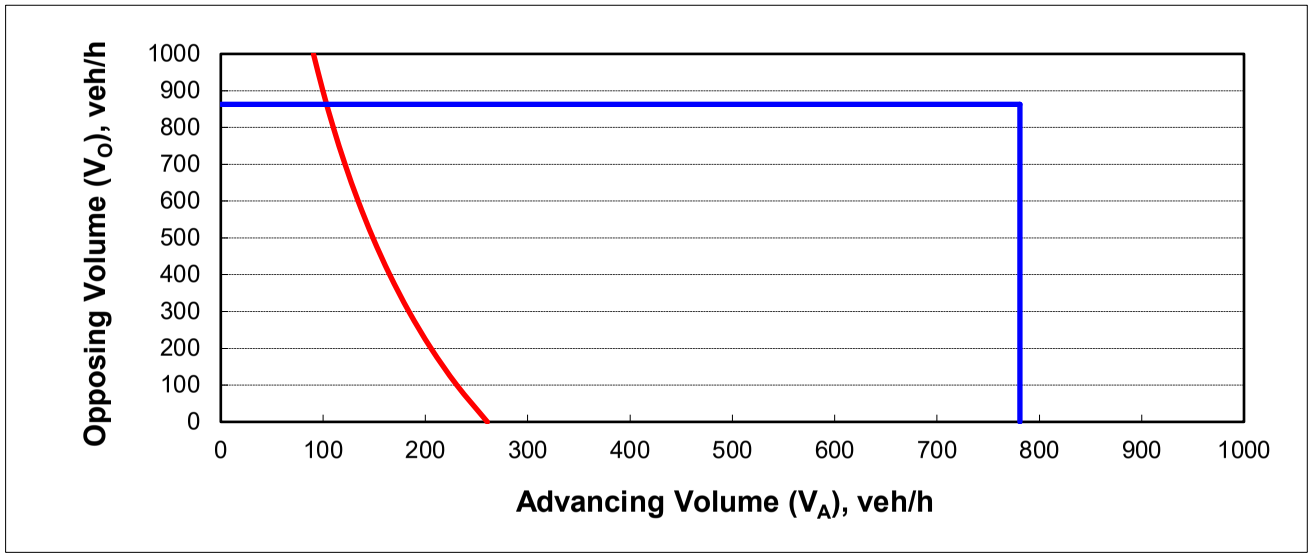
INPUT

Variable	Value
Major Approach	NY-32 @ Proposed Driveway
Approach	Northbound (Saturday Peak Full Build - SP)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V_A), %:	34%
Advancing volume (V_A), veh/h:	781
Opposing volume (V_O), veh/h:	863

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	863	781	0
781	863	781	863



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	103
Guidance for determining the need for a major-road left-turn bay:	
Northbound (Saturday Peak Full Build - SP) Left-turn treatment warranted at NY-32 @ Proposed Driveway	

ρ	0.01
f =	0.79
Wait Time	4.659 s
Service Rate	653 veh/h
Arrival Rate	103 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	34%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	261	410	345	308	251
100	231	363	305	273	222
200	205	324	272	243	198
300	184	290	243	217	177
400	165	260	219	195	159
500	149	234	197	176	143
600	134	212	178	159	130
700	121	191	161	143	117
800	110	173	146	130	106
900	100	157	132	118	96
1000	91	143	120	107	87

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

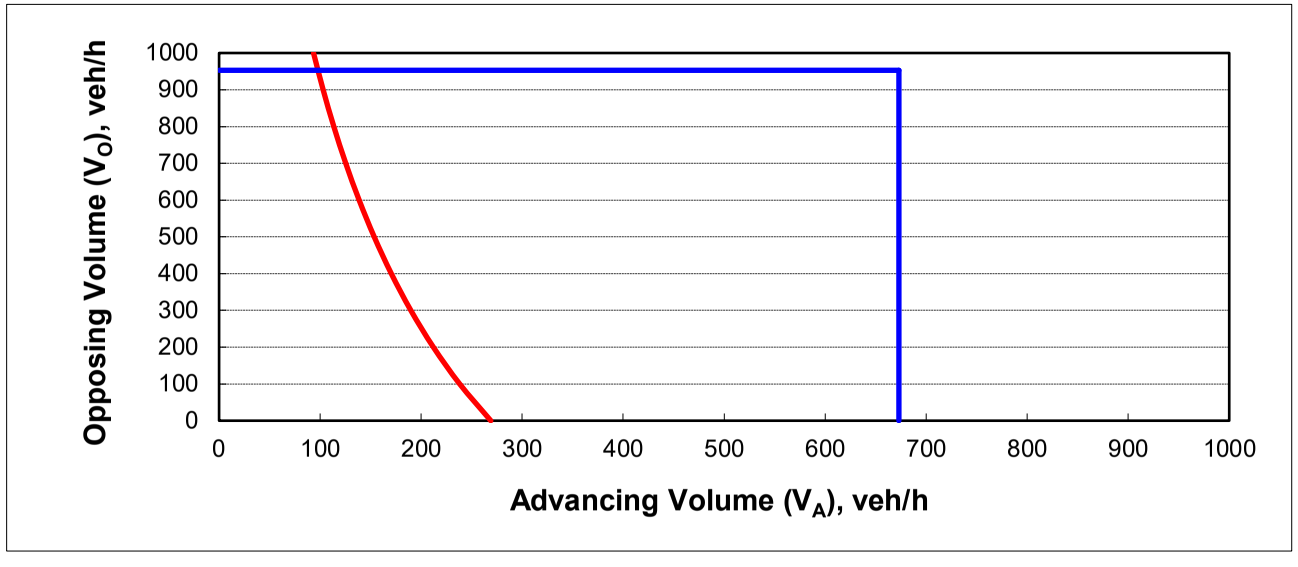
INPUT

Variable	Value
Major Approach	NY-32 @ Proposed Driveway
Approach	Northbound (Sunday Peak Full Build - SP)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V_A), %:	30%
Advancing volume (V_A), veh/h:	673
Opposing volume (V_O), veh/h:	953

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	953	673	0
673	953	673	953



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	98
Guidance for determining the need for a major-road left-turn bay:	
Northbound (Sunday Peak Full Build - SP) Left-turn treatment warranted at NY-32 @ Proposed Driveway	

ρ	0.01	
f =	0.79	
Wait Time	5.415	s
Service Rate	611	veh/h
Arrival Rate	98	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	30%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	269	410	345	308	251
100	238	363	305	273	222
200	212	324	272	243	198
300	190	290	243	217	177
400	170	260	219	195	159
500	154	234	197	176	143
600	139	212	178	159	130
700	125	191	161	143	117
800	114	173	146	130	106
900	103	157	132	118	96
1000	94	143	120	107	87

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

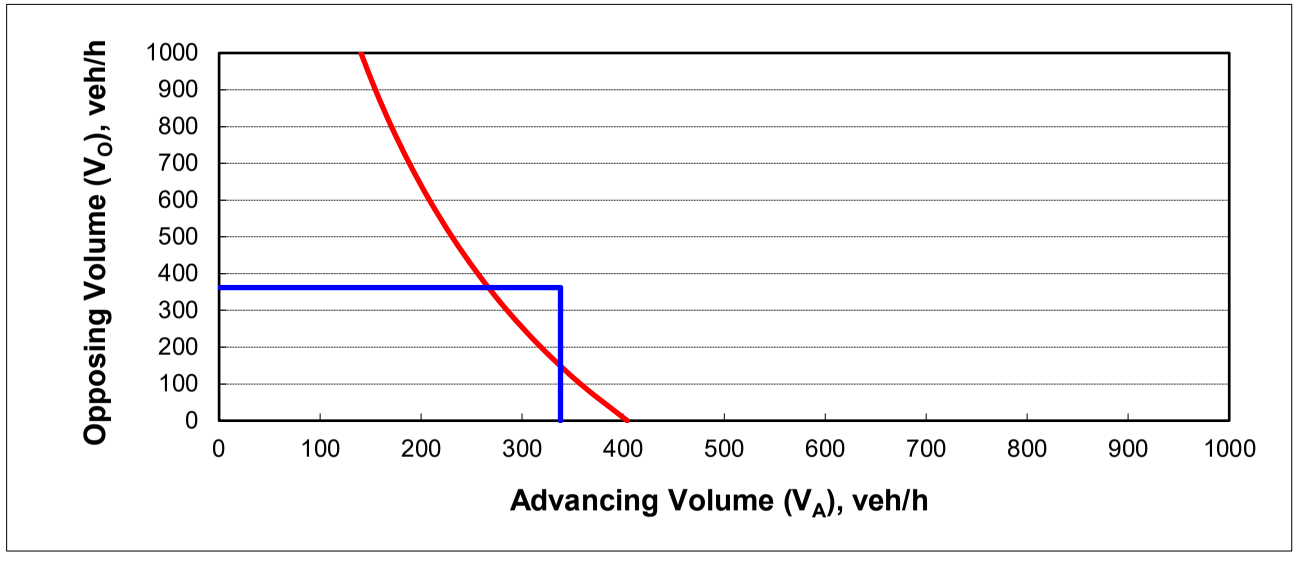
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Easterly Driveway
Approach	Eastbound (AM Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	20%
Advancing volume (V_A), veh/h:	338
Opposing volume (V_O), veh/h:	362

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	362	338	0
338	362	338	362



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	267
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (AM Peak Full Build - SP) Left-turn treatment warranted at NY-212 @ Proposed Easterly Driv	

ρ	0.0175
f =	0.79
Wait Time	1.497 s
Service Rate	934 veh/h
Arrival Rate	267 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	20%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		404	543	456	407	332
100		358	481	404	360	294
200		319	428	360	321	262
300		285	383	322	287	235
400		256	344	289	258	211
500		231	310	260	232	190
600		208	280	235	210	171
700		188	253	213	190	155
800		171	229	193	172	140
900		155	208	175	156	127
1000		140	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

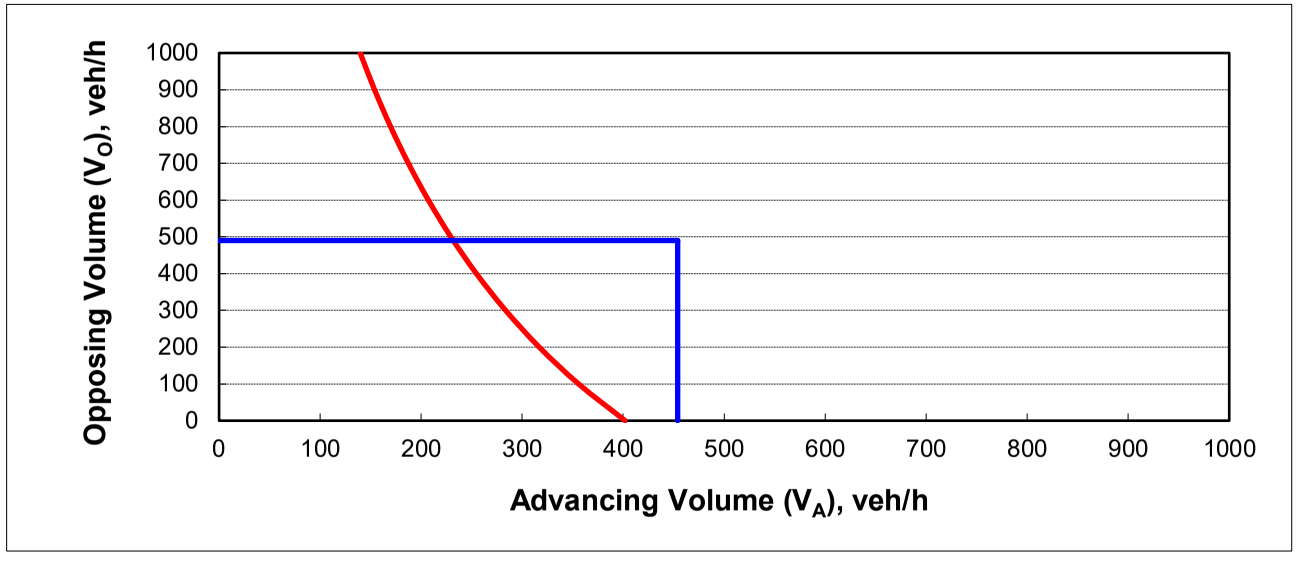
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Easterly Driveway
Approach	Eastbound (PM Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	21%
Advancing volume (V_A), veh/h:	454
Opposing volume (V_O), veh/h:	490

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	490	454	0
454	490	454	490



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	232
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (PM Peak Full Build - SP) Left-turn treatment warranted at NY-212 @ Proposed Easterly Driv	

ρ	0.0175
f =	0.79
Wait Time	2.163 s
Service Rate	854 veh/h
Arrival Rate	232 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	21%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		402	543	456	407	332
100		356	481	404	360	294
200		317	428	360	321	262
300		284	383	322	287	235
400		255	344	289	258	211
500		229	310	260	232	190
600		207	280	235	210	171
700		187	253	213	190	155
800		170	229	193	172	140
900		154	208	175	156	127
1000		140	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

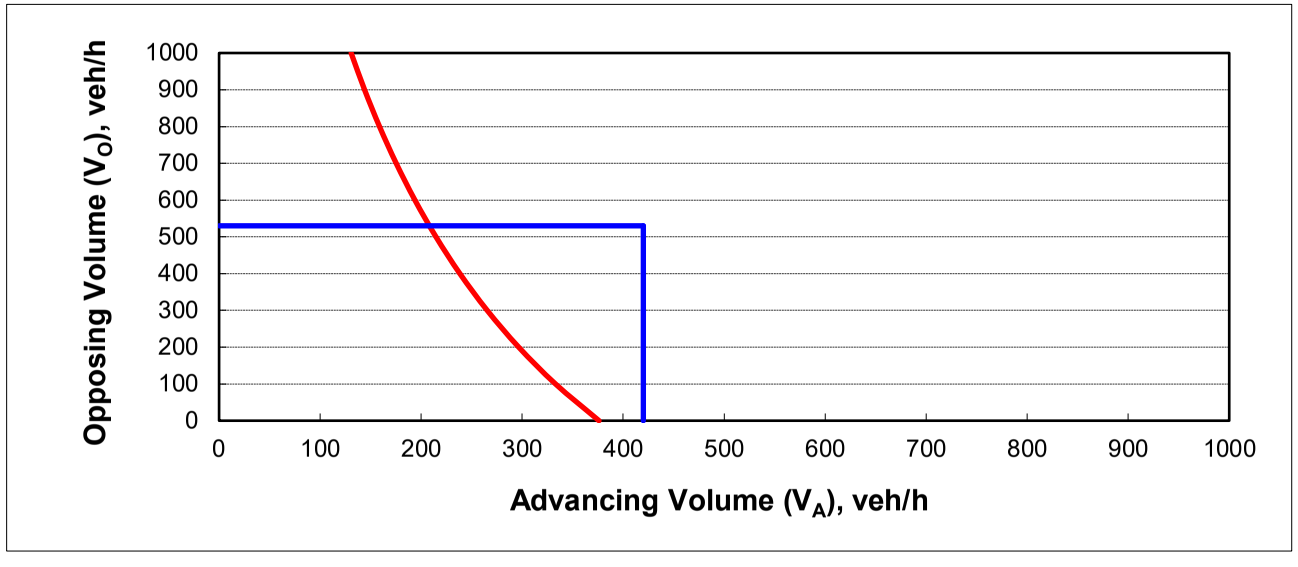
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Easterly Driveway
Approach	Eastbound (Friday Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	25%
Advancing volume (V_A), veh/h:	420
Opposing volume (V_O), veh/h:	530

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	530	420	0
420	530	420	530



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	208
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Friday Peak Full Build - SP) Left-turn treatment warranted at NY-212 @ Proposed Easterly D	

ρ	0.0175
f =	0.79
Wait Time	2.389 s
Service Rate	830 veh/h
Arrival Rate	208 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	25%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		376	543	456	407	332
100		333	481	404	360	294
200		297	428	360	321	262
300		265	383	322	287	235
400		238	344	289	258	211
500		215	310	260	232	190
600		194	280	235	210	171
700		175	253	213	190	155
800		159	229	193	172	140
900		144	208	175	156	127
1000		131	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

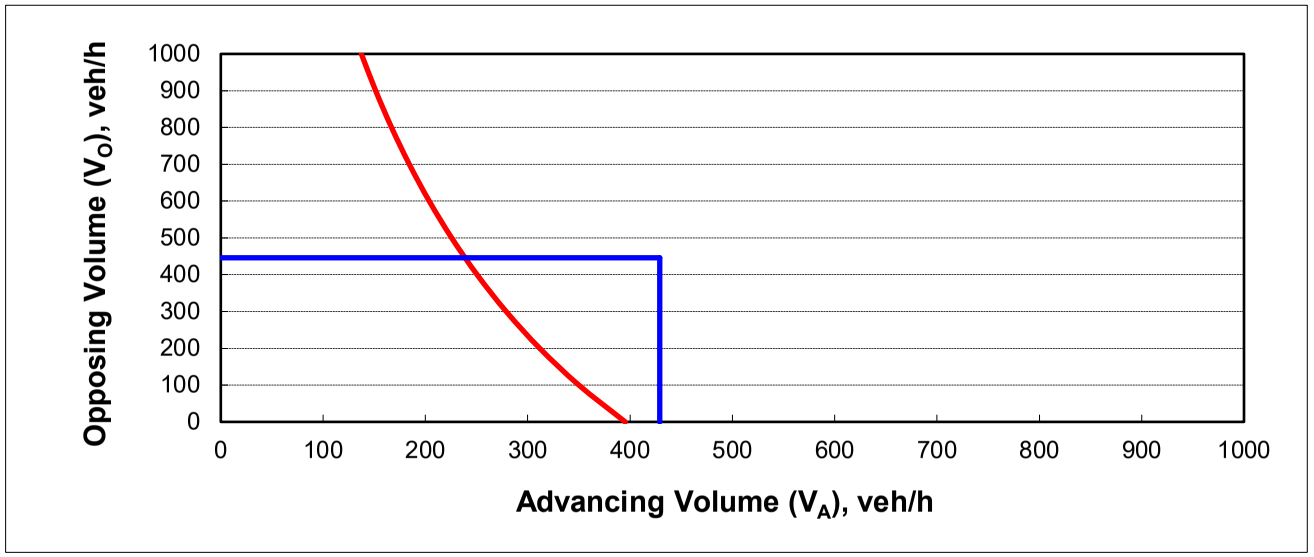
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Easterly Driveway
Approach	Eastbound (Saturday Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	22%
Advancing volume (V_A), veh/h:	429
Opposing volume (V_O), veh/h:	446

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	446	429	0
429	446	429	446



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	239
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Saturday Peak Full Build - SP) Left-turn treatment warranted at NY-212 @ Proposed Easterly D	

ρ	0.0175
f =	0.79
Wait Time	1.925 s
Service Rate	881 veh/h
Arrival Rate	239 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	22%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A	V_A
0	395	543	456	407	332	
100	350	481	404	360	294	
200	312	428	360	321	262	
300	279	383	322	287	235	
400	251	344	289	258	211	
500	226	310	260	232	190	
600	204	280	235	210	171	
700	184	253	213	190	155	
800	167	229	193	172	140	
900	151	208	175	156	127	
1000	137	189	159	142	116	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

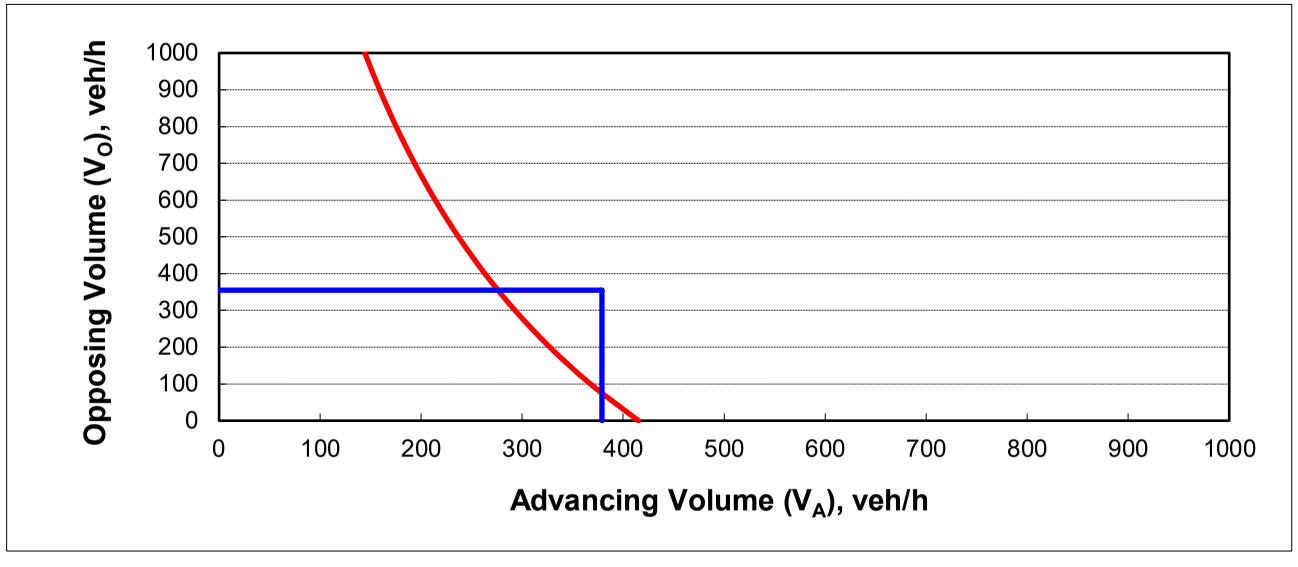
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Easterly Driveway
Approach	Eastbound (Sunday Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	379
Opposing volume (V_O), veh/h:	355

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	355	379	0
379	355	379	355



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	276
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Sunday Peak Full Build - SP) Left-turn treatment warranted at NY-212 @ Proposed Easterly D	

ρ	0.0175	
f =	0.79	
Wait Time	1.463	s
Service Rate	939	veh/h
Arrival Rate	276	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	19%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	415	543	456	407	332
100	368	481	404	360	294
200	327	428	360	321	262
300	293	383	322	287	235
400	263	344	289	258	211
500	237	310	260	232	190
600	214	280	235	210	171
700	194	253	213	190	155
800	175	229	193	172	140
900	159	208	175	156	127
1000	144	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

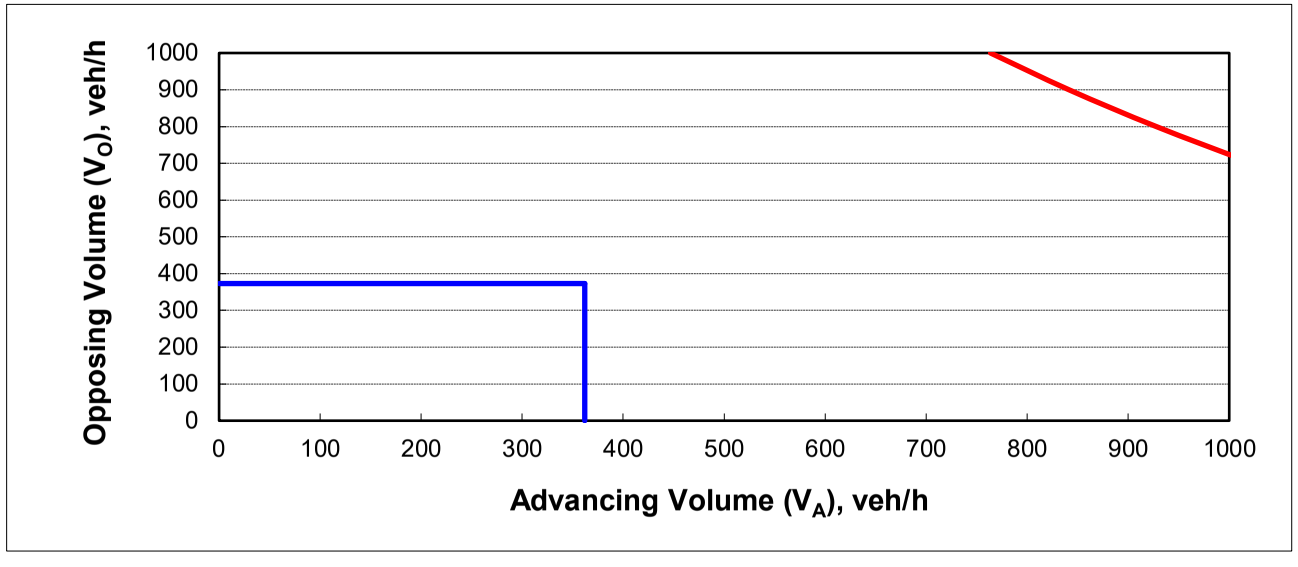
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Westerly Driveway
Approach	Eastbound (AM Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	362
Opposing volume (V_O), veh/h:	373

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	373	362	0
362	373	362	373



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1433
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (AM Peak Full Build - SP) Left-turn treatment NOT warranted at NY-212 @ Proposed Westerl	

ρ	0.0175
f =	0.79
Wait Time	1.551 s
Service Rate	927 veh/h
Arrival Rate	1433 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

	% LT veh.	1%	10%	15%	20%	40%
Vo		V_A	V_A	V_A	V_A	V_A
0		2197	543	456	407	332
100		1945	481	404	360	294
200		1733	428	360	321	262
300		1551	383	322	287	235
400		1393	344	289	258	211
500		1254	310	260	232	190
600		1132	280	235	210	171
700		1024	253	213	190	155
800		928	229	193	172	140
900		841	208	175	156	127
1000		764	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

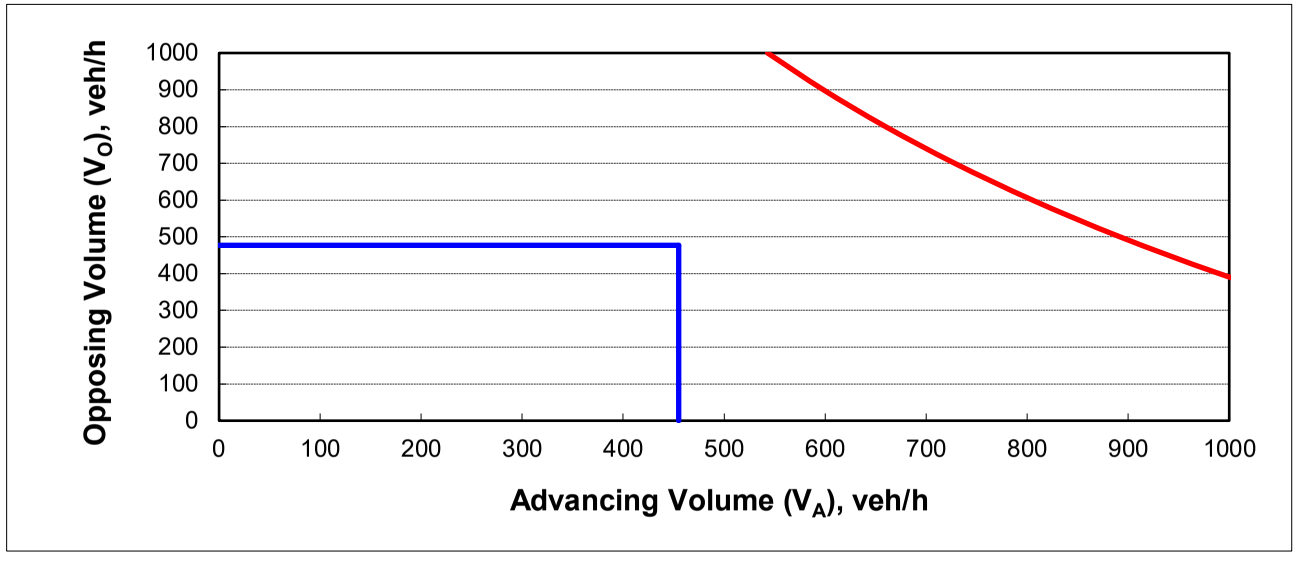
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Westerly Driveway
Approach	Eastbound (PM Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	455
Opposing volume (V_O), veh/h:	477

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	477	455	0
455	477	455	477



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	913
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (PM Peak Full Build - SP) Left-turn treatment NOT warranted at NY-212 @ Proposed Westerly	

ρ	0.0175
f =	0.79
Wait Time	2.092 s
Service Rate	862 veh/h
Arrival Rate	913 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	1%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	1562	543	456	407	332
100	1383	481	404	360	294
200	1232	428	360	321	262
300	1102	383	322	287	235
400	990	344	289	258	211
500	892	310	260	232	190
600	805	280	235	210	171
700	728	253	213	190	155
800	660	229	193	172	140
900	598	208	175	156	127
1000	543	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

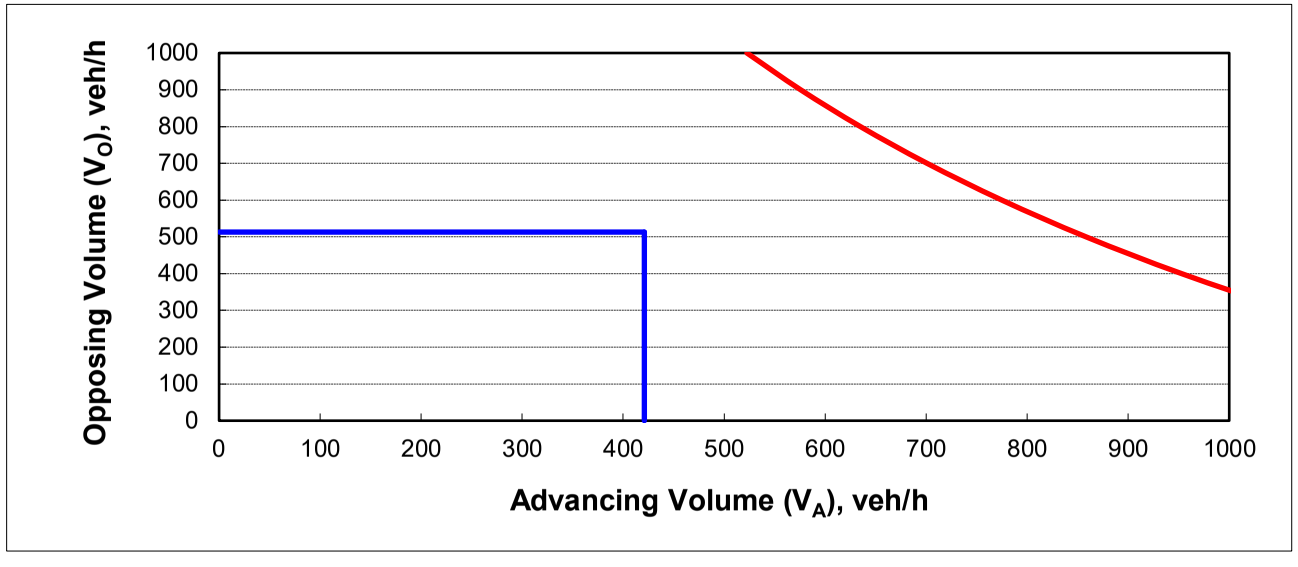
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Westerly Driveway
Approach	Eastbound (Friday Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	421
Opposing volume (V_O), veh/h:	513

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	513	421	0
421	513	421	513



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	847
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Friday Peak Full Build - SP) Left-turn treatment NOT warranted at NY-212 @ Proposed West	

ρ	0.0175
f =	0.79
Wait Time	2.292 s
Service Rate	840 veh/h
Arrival Rate	847 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	1%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	1503	543	456	407	332
100	1331	481	404	360	294
200	1186	428	360	321	262
300	1061	383	322	287	235
400	953	344	289	258	211
500	858	310	260	232	190
600	775	280	235	210	171
700	701	253	213	190	155
800	635	229	193	172	140
900	576	208	175	156	127
1000	523	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

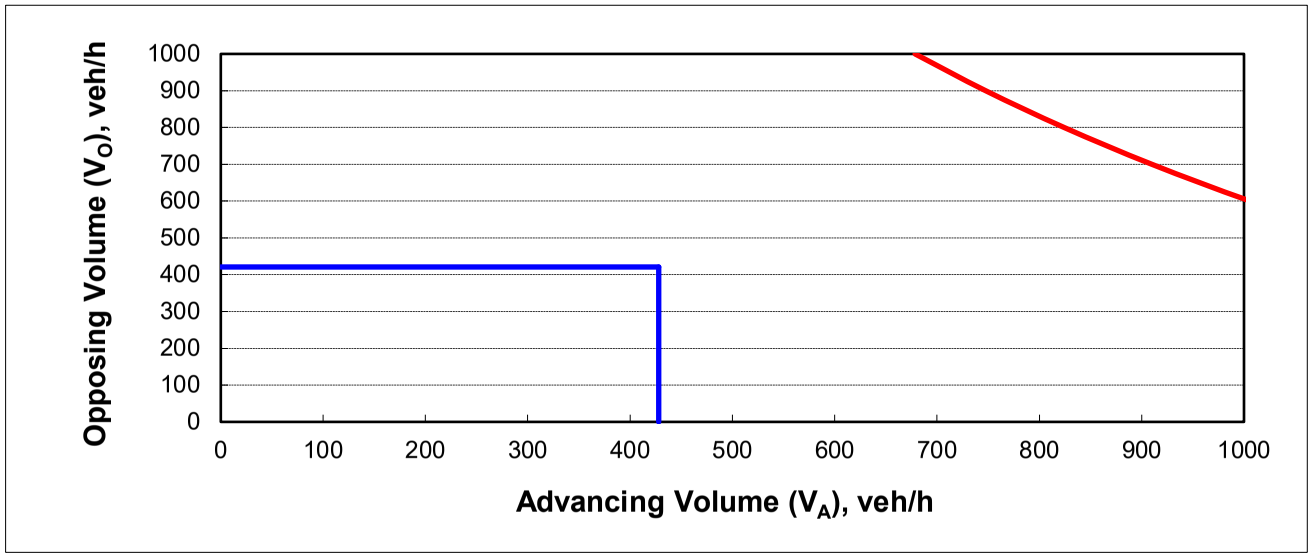
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Westerly Driveway
Approach	Eastbound (Saturday Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	428
Opposing volume (V_O), veh/h:	421

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	421	428	0
428	421	428	421



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1210
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Saturday Peak Full Build - SP) Left-turn treatment NOT warranted at NY-212 @ Proposed Wes	

ρ	0.0175	
f =	0.79	
Wait Time	1.794	s
Service Rate	896	veh/h
Arrival Rate	1210	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	1%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	1952	543	456	407	332
100	1728	481	404	360	294
200	1539	428	360	321	262
300	1378	383	322	287	235
400	1237	344	289	258	211
500	1114	310	260	232	190
600	1006	280	235	210	171
700	910	253	213	190	155
800	824	229	193	172	140
900	748	208	175	156	127
1000	679	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

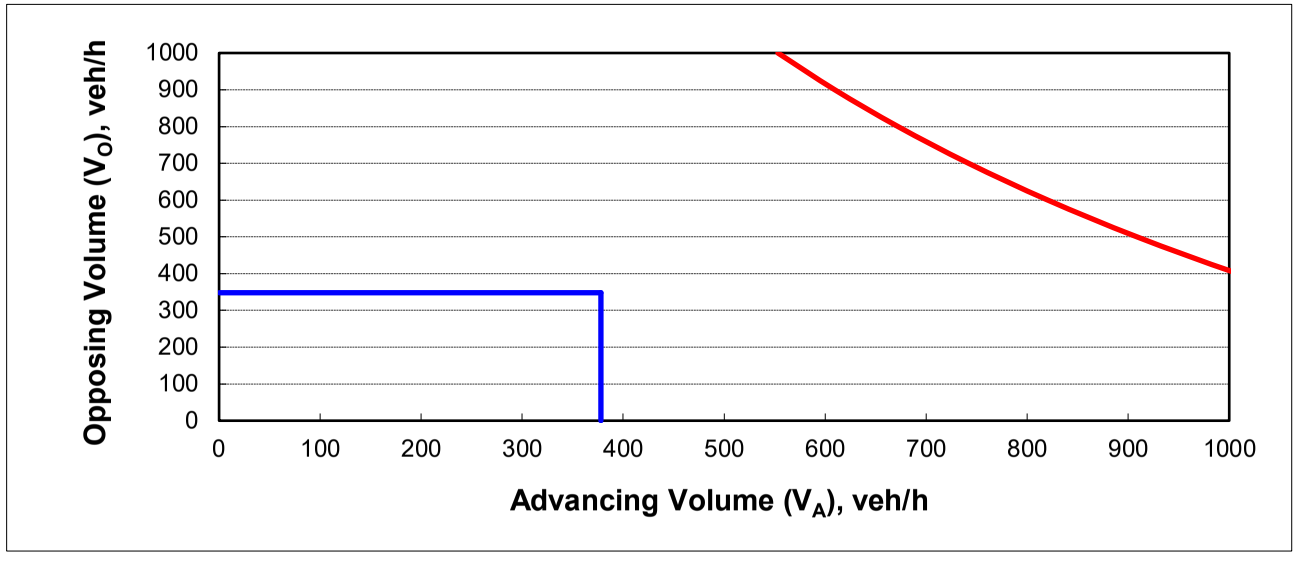
INPUT

Variable	Value
Major Approach	NY-212 @ Proposed Westerly Driveway
Approach	Eastbound (Sunday Peak Full Build - SP)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	378
Opposing volume (V_O), veh/h:	348

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	348	378	0
378	348	378	348



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1066
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Sunday Peak Full Build - SP) Left-turn treatment NOT warranted at NY-212 @ Proposed Wes	

ρ	0.0175	
f =	0.79	
Wait Time	1.429	s
Service Rate	944	veh/h
Arrival Rate	1066	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	1%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	1592	543	456	407	332
100	1409	481	404	360	294
200	1255	428	360	321	262
300	1123	383	322	287	235
400	1009	344	289	258	211
500	909	310	260	232	190
600	820	280	235	210	171
700	742	253	213	190	155
800	672	229	193	172	140
900	609	208	175	156	127
1000	553	189	159	142	116

Traffic Signal Warrant Analysis

NY-32/Old Kings Highway - Existing Conditions

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2023 Existing Artery Volume on NY-32**	per NYSDOT count on Old Kings Hwy in 2024	SB Hourly Fluctuation of Old Kings Hwy	**Total Hourly Volumes Exiting Old Kings Hwy under Existing Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	SB	**Total**		350/105	525/53	60 vph	75 vph
7:00 AM	to	8:00 AM	790	7.89%	**743**	85	7.7%	**109**	Y	Y	Y	N
8:00 AM	to	9:00 AM	688	6.87%	**740**	102	9.2%	**166**	Y	Y	Y	Y
9:00 AM	to	10:00 AM	559	5.58%	**602**	67	6.0%	**109**	Y	Y	Y	N
10:00 AM	to	11:00 AM	512	5.11%	**551**	59	5.3%	**96**	N	Y	N	N
11:00 AM	to	12:00 PM	487	4.86%	**524**	73	6.6%	**119**	Y	N	N	N
12:00 PM	to	1:00 PM	589	5.88%	**634**	51	4.6%	**83**	N	Y	N	N
1:00 PM	to	2:00 PM	547	5.46%	**589**	88	7.9%	**143**	Y	Y	Y	N
2:00 PM	to	3:00 PM	644	6.43%	**693**	79	7.1%	**129**	Y	Y	Y	N
3:00 PM	to	4:00 PM	800	7.99%	**861**	75	6.8%	**122**	Y	Y	Y	N
4:00 PM	to	5:00 PM	893	8.92%	**961**	62	5.6%	**101**	N	Y	Y	Y
5:00 PM	to	6:00 PM	896	8.95%	**964**	88	7.9%	**143**	Y	Y	Y	Y
6:00 PM	to	7:00 PM	616	6.15%	**663**	77	6.9%	**125**	Y	Y	Y	N
7:00 PM	to	8:00 PM	410	4.09%	**441**	49	4.4%	**80**	N	N	N	N
8:00 PM	to	9:00 PM	305	3.05%	**328**	26	2.3%	**42**	N	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**226**	21	1.9%	**34**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**131**	5	0.5%	**8**	N	N	N	N
			10,016		10,779	1,108		**1,805**	9	11	9	3

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

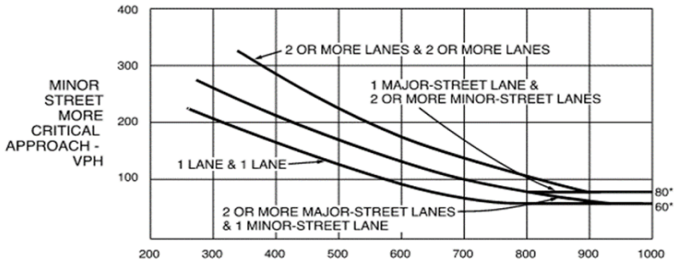
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

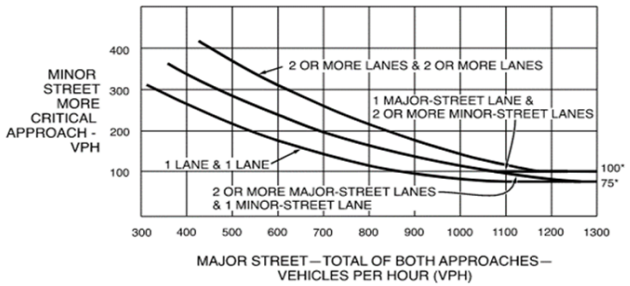
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

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Traffic Signal Warrant Analysis

NY-32/Old Kings Highway - Background Conditions

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2040 Background Artery Volume on NY-32**	per NYSDOT count on Old Kings Hwy in 2024	SB Hourly Fluctuation of Old Kings Hwy	**Total Hourly Volumes Exiting Old Kings Hwy under Background Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	SB	**Total**		350/105	525/53	60 vph	75 vph
7:00 AM	to	8:00 AM	790	7.89%	**817**	85	7.7%	**118**	Y	Y	Y	Y
8:00 AM	to	9:00 AM	688	6.87%	**814**	102	9.2%	**181**	Y	Y	Y	Y
9:00 AM	to	10:00 AM	559	5.58%	**661**	67	6.0%	**119**	Y	Y	Y	N
10:00 AM	to	11:00 AM	512	5.11%	**605**	59	5.3%	**105**	N	Y	Y	N
11:00 AM	to	12:00 PM	487	4.86%	**576**	73	6.6%	**130**	Y	Y	Y	N
12:00 PM	to	1:00 PM	589	5.88%	**697**	51	4.6%	**90**	N	Y	Y	N
1:00 PM	to	2:00 PM	547	5.46%	**647**	88	7.9%	**156**	Y	Y	Y	N
2:00 PM	to	3:00 PM	644	6.43%	**762**	79	7.1%	**140**	Y	Y	Y	Y
3:00 PM	to	4:00 PM	800	7.99%	**946**	75	6.8%	**133**	Y	Y	Y	Y
4:00 PM	to	5:00 PM	893	8.92%	**1056**	62	5.6%	**110**	Y	Y	Y	Y
5:00 PM	to	6:00 PM	896	8.95%	**1060**	88	7.9%	**156**	Y	Y	Y	Y
6:00 PM	to	7:00 PM	616	6.15%	**728**	77	6.9%	**137**	Y	Y	Y	N
7:00 PM	to	8:00 PM	410	4.09%	**485**	49	4.4%	**87**	N	N	N	N
8:00 PM	to	9:00 PM	305	3.05%	**361**	26	2.3%	**46**	N	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**248**	21	1.9%	**37**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**144**	5	0.5%	**9**	N	N	N	N
			10,016		11,844	1,108		**1,966**	10	12	12	6

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

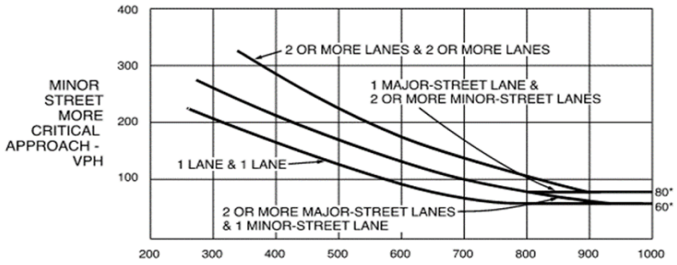
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

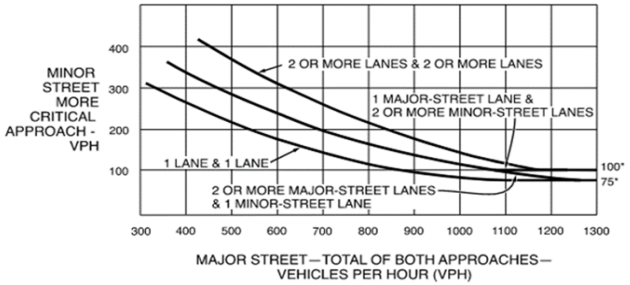
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

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Traffic Signal Warrant Analysis

NY-32/Old Kings Highway - Full Build Conditions - SP

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2040 Full Build Artery Volume on NY-32**	per NYSDOT count on Old Kings Hwy in 2024	SB Hourly Fluctuation of Old Kings Hwy	**Total Hourly Volumes Exiting Old Kings Hwy under Full Build Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	SB	**Total**		350/105	525/53	60 vph	75 vph
7:00 AM	to	8:00 AM	790	7.89%	**1034**	85	7.7%	**156**	Y	Y	Y	Y
8:00 AM	to	9:00 AM	688	6.87%	**1003**	102	9.2%	**263**	Y	Y	Y	Y
9:00 AM	to	10:00 AM	559	5.58%	**815**	67	6.0%	**173**	Y	Y	Y	Y
10:00 AM	to	11:00 AM	512	5.11%	**746**	59	5.3%	**152**	Y	Y	Y	Y
11:00 AM	to	12:00 PM	487	4.86%	**710**	73	6.6%	**188**	Y	Y	Y	Y
12:00 PM	to	1:00 PM	589	5.88%	**859**	51	4.6%	**132**	Y	Y	Y	Y
1:00 PM	to	2:00 PM	547	5.46%	**798**	88	7.9%	**227**	Y	Y	Y	Y
2:00 PM	to	3:00 PM	644	6.43%	**939**	79	7.1%	**204**	Y	Y	Y	Y
3:00 PM	to	4:00 PM	800	7.99%	**1166**	75	6.8%	**194**	Y	Y	Y	Y
4:00 PM	to	5:00 PM	893	8.92%	**1302**	62	5.6%	**160**	Y	Y	Y	Y
5:00 PM	to	6:00 PM	896	8.95%	**1306**	88	7.9%	**227**	Y	Y	Y	Y
6:00 PM	to	7:00 PM	616	6.15%	**898**	77	6.9%	**199**	Y	Y	Y	Y
7:00 PM	to	8:00 PM	410	4.09%	**598**	49	4.4%	**126**	Y	Y	Y	N
8:00 PM	to	9:00 PM	305	3.05%	**445**	26	2.3%	**67**	N	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**306**	21	1.9%	**54**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**178**	5	0.5%	**13**	N	N	N	N
			10,016		14,603	1,108		**2,859**	13	13	13	12

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

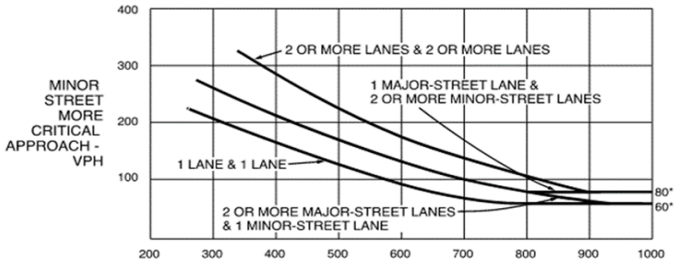
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

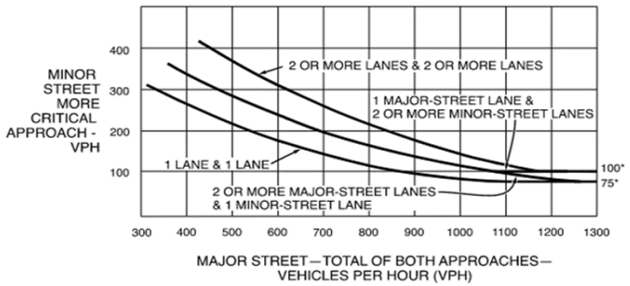
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

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Traffic Signal Warrant Analysis

NY-32/Peoples Rd - Exist Conditions

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2023 Existing Artery Volume on NY-32**	per NYSDOT count on Peoples Rd in 2023	WB Hourly Fluctuation of Peoples Rd	**Total Hourly Volumes Exiting Peoples Rd under Existing Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	SB	**Total**		350/105	525/53	60 vph	75 vph
7:00 AM	to	8:00 AM	790	7.89%	**855**	25	3.7%	**42**	N	N	N	N
8:00 AM	to	9:00 AM	688	6.87%	**809**	28	4.2%	**26**	N	N	N	N
9:00 AM	to	10:00 AM	559	5.58%	**657**	22	3.3%	**20**	N	N	N	N
10:00 AM	to	11:00 AM	512	5.11%	**602**	33	4.9%	**31**	N	N	N	N
11:00 AM	to	12:00 PM	487	4.86%	**573**	41	6.1%	**38**	N	N	N	N
12:00 PM	to	1:00 PM	589	5.88%	**693**	46	6.9%	**43**	N	N	N	N
1:00 PM	to	2:00 PM	547	5.46%	**643**	42	6.3%	**39**	N	N	N	N
2:00 PM	to	3:00 PM	644	6.43%	**757**	50	7.5%	**46**	N	N	N	N
3:00 PM	to	4:00 PM	800	7.99%	**941**	57	8.5%	**53**	N	N	N	N
4:00 PM	to	5:00 PM	893	8.92%	**1050**	66	9.9%	**61**	N	Y	Y	N
5:00 PM	to	6:00 PM	896	8.95%	**1054**	63	9.4%	**58**	N	Y	N	N
6:00 PM	to	7:00 PM	616	6.15%	**724**	51	7.6%	**47**	N	N	N	N
7:00 PM	to	8:00 PM	410	4.09%	**482**	33	4.9%	**31**	N	N	N	N
8:00 PM	to	9:00 PM	305	3.05%	**359**	54	8.1%	**50**	N	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**247**	19	2.8%	**18**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**143**	12	1.8%	**11**	N	N	N	N
			10,016		11,777	670		**619**	0	2	1	0

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

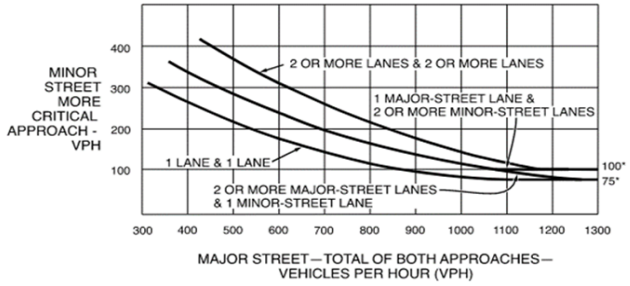
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

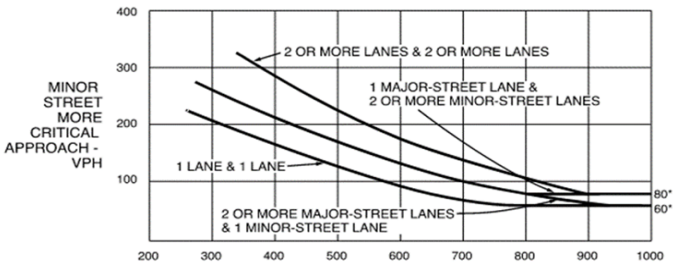
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

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Traffic Signal Warrant Analysis

NY-32/Peoples Rd - Background Conditions

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2040 Background Artery Volume on NY-32**	per NYSDOT count on Peoples Rd in 2023	WB Hourly Fluctuation of Peoples Rd	**Total Hourly Volumes Exiting Peoples Rd under Background Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	SB	**Total**		350/105	525/53	60 vph	75 vph
7:00 AM	to	8:00 AM	790	7.89%	**940**	25	3.7%	**47**	N	N	N	N
8:00 AM	to	9:00 AM	688	6.87%	**890**	28	4.2%	**28**	N	N	N	N
9:00 AM	to	10:00 AM	559	5.58%	**723**	22	3.3%	**22**	N	N	N	N
10:00 AM	to	11:00 AM	512	5.11%	**662**	33	4.9%	**34**	N	N	N	N
11:00 AM	to	12:00 PM	487	4.86%	**630**	41	6.1%	**42**	N	N	N	N
12:00 PM	to	1:00 PM	589	5.88%	**762**	46	6.9%	**47**	N	N	N	N
1:00 PM	to	2:00 PM	547	5.46%	**707**	42	6.3%	**43**	N	N	N	N
2:00 PM	to	3:00 PM	644	6.43%	**833**	50	7.5%	**51**	N	N	N	N
3:00 PM	to	4:00 PM	800	7.99%	**1035**	57	8.5%	**58**	N	Y	N	N
4:00 PM	to	5:00 PM	893	8.92%	**1155**	66	9.9%	**67**	N	Y	Y	N
5:00 PM	to	6:00 PM	896	8.95%	**1159**	63	9.4%	**64**	N	Y	Y	N
6:00 PM	to	7:00 PM	616	6.15%	**797**	51	7.6%	**52**	N	N	N	N
7:00 PM	to	8:00 PM	410	4.09%	**530**	33	4.9%	**34**	N	N	N	N
8:00 PM	to	9:00 PM	305	3.05%	**394**	54	8.1%	**55**	N	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**272**	19	2.8%	**19**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**158**	12	1.8%	**12**	N	N	N	N
			10,016		12,955	670		**680**	0	3	2	0

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

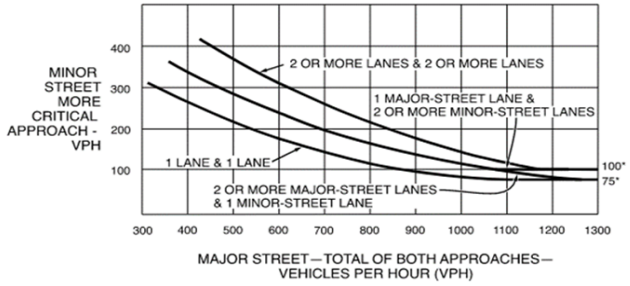
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

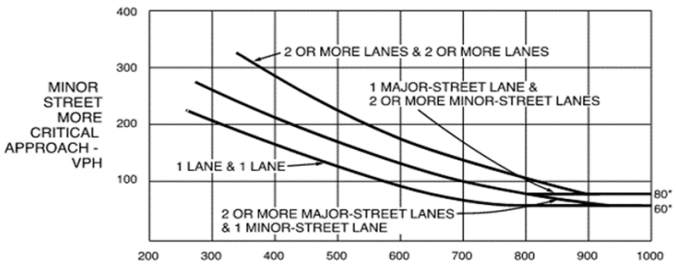
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

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Traffic Signal Warrant Analysis

NY-32/Peoples Rd - Full Build Conditions - SP

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2040 Full Build Artery Volume on NY-32**	per NYSDOT count on Peoples Rd in 2023	WB Hourly Fluctuation of Peoples Rd	**Total Hourly Volumes Exiting Peoples Rd under Full Build Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	SB	**Total**		350/105	525/53	60 vph	75 vph
7:00 AM	to	8:00 AM	790	7.89%	**1226**	25	3.7%	**79**	N	Y	Y	Y
8:00 AM	to	9:00 AM	688	6.87%	**1003**	28	4.2%	**44**	N	N	N	N
9:00 AM	to	10:00 AM	559	5.58%	**815**	22	3.3%	**34**	N	N	N	N
10:00 AM	to	11:00 AM	512	5.11%	**746**	33	4.9%	**52**	N	N	N	N
11:00 AM	to	12:00 PM	487	4.86%	**710**	41	6.1%	**64**	N	Y	N	N
12:00 PM	to	1:00 PM	589	5.88%	**859**	46	6.9%	**72**	N	Y	Y	N
1:00 PM	to	2:00 PM	547	5.46%	**798**	42	6.3%	**66**	N	Y	Y	N
2:00 PM	to	3:00 PM	644	6.43%	**939**	50	7.5%	**78**	N	Y	Y	N
3:00 PM	to	4:00 PM	800	7.99%	**1166**	57	8.5%	**89**	N	Y	Y	Y
4:00 PM	to	5:00 PM	893	8.92%	**1302**	66	9.9%	**103**	N	Y	Y	Y
5:00 PM	to	6:00 PM	896	8.95%	**1306**	63	9.4%	**98**	N	Y	Y	Y
6:00 PM	to	7:00 PM	616	6.15%	**898**	51	7.6%	**80**	N	Y	Y	N
7:00 PM	to	8:00 PM	410	4.09%	**598**	33	4.9%	**52**	N	N	N	N
8:00 PM	to	9:00 PM	305	3.05%	**445**	54	8.1%	**84**	N	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**306**	19	2.8%	**30**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**178**	12	1.8%	**19**	N	N	N	N
			10,016		14,603	670		**1,046**	0	9	8	4

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

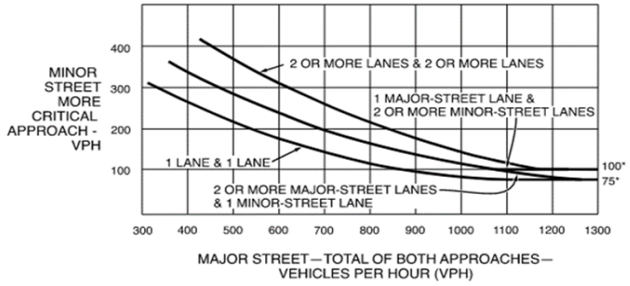
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

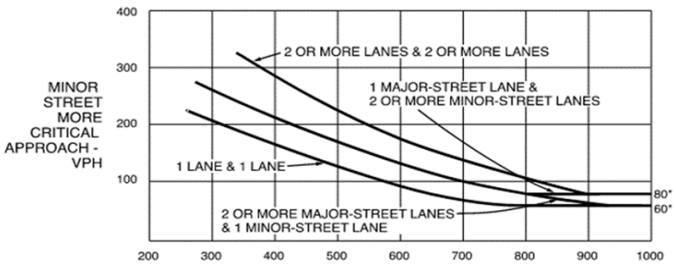
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

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Traffic Signal Warrant Analysis

NY-32/Proposed Driveway - Full Build Conditions - SP

Town of Saugerties, Ulster County, NY

Hour			per 2019 NYSDOT count on NY-32	Hourly Fluctuation	**2040 Full Build Artery Volume on NY-32**	Hourly Fluctuation of Proposed Driveway	**Total Hourly Volumes Exiting Proposed Driveway under Full Build Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	**Total**		420/140	630/70	80 vph	100 vph
7:00 AM	to	8:00 AM	790	7.89%	**1307**	4.1%	**82**	N	Y	Y	N
8:00 AM	to	9:00 AM	688	6.87%	**1266**	4.3%	**132**	N	Y	Y	Y
9:00 AM	to	10:00 AM	559	5.58%	**1028**	5.7%	**173**	Y	Y	Y	Y
10:00 AM	to	11:00 AM	512	5.11%	**942**	7.0%	**213**	Y	Y	Y	Y
11:00 AM	to	12:00 PM	487	4.86%	**896**	7.7%	**234**	Y	Y	Y	Y
12:00 PM	to	1:00 PM	589	5.88%	**1084**	7.7%	**235**	Y	Y	Y	Y
1:00 PM	to	2:00 PM	547	5.46%	**1006**	7.9%	**240**	Y	Y	Y	Y
2:00 PM	to	3:00 PM	644	6.43%	**1185**	7.5%	**228**	Y	Y	Y	Y
3:00 PM	to	4:00 PM	800	7.99%	**1472**	7.1%	**216**	Y	Y	Y	Y
4:00 PM	to	5:00 PM	893	8.92%	**1643**	7.4%	**224**	Y	Y	Y	Y
5:00 PM	to	6:00 PM	896	8.95%	**1649**	7.5%	**227**	Y	Y	Y	Y
6:00 PM	to	7:00 PM	616	6.15%	**1133**	7.2%	**218**	Y	Y	Y	Y
7:00 PM	to	8:00 PM	410	4.09%	**754**	6.2%	**189**	Y	Y	Y	N
8:00 PM	to	9:00 PM	305	3.05%	**561**	5.7%	**172**	Y	N	N	N
9:00 PM	to	10:00 PM	210	2.10%	**386**	4.3%	**131**	N	N	N	N
10:00 PM	to	11:00 PM	122	1.22%	**224**	0.6%	**19**	N	N	N	N
			10,016		18,428		**3,041**	12	13	13	11

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

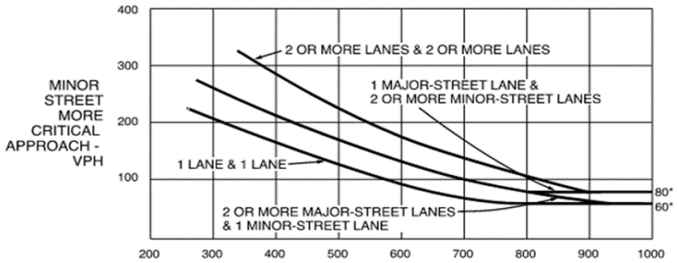
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

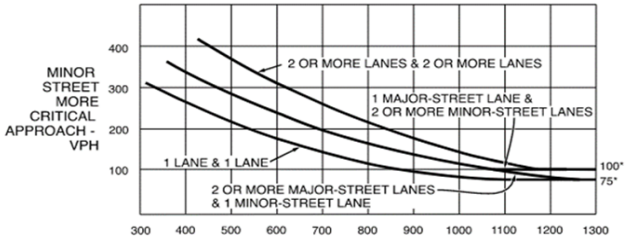
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

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Traffic Signal Warrant Analysis

NY-212/Proposed Easterly Driveway - Full Build Conditions - SP

Town of Saugerties, Ulster County, NY

Hour			per 2018 NYSDOT count on NY-212	Hourly Fluctuation	**2040 Full Build Artery Volume on NY-212**	Hourly Fluctuation of Proposed Easterly Driveway	**Total Hourly Volumes Exiting Proposed Easterly Driveway under Full Build Conditions**	Warrant 1 - Condition A	Warrant 1 - Condition B	Warrant 2 - 4 hour	Warrant 3 - Peak hour
			Two-Way	Two-Way	**Total**	**Total**		420/105	630/53	60 vph	75 vph
7:00 AM	to	8:00 AM	541	6.19%	**700**	3.6%	**125**	Y	Y	Y	N
8:00 AM	to	9:00 AM	578	6.61%	**726**	2.9%	**74**	N	Y	N	N
9:00 AM	to	10:00 AM	515	5.89%	**646**	3.1%	**78**	N	Y	N	N
10:00 AM	to	11:00 AM	478	5.47%	**600**	4.4%	**113**	Y	N	N	N
11:00 AM	to	12:00 PM	512	5.86%	**643**	5.8%	**147**	Y	Y	Y	N
12:00 PM	to	1:00 PM	558	6.39%	**700**	6.7%	**170**	Y	Y	Y	N
1:00 PM	to	2:00 PM	565	6.47%	**709**	6.8%	**174**	Y	Y	Y	N
2:00 PM	to	3:00 PM	633	7.24%	**795**	6.7%	**170**	Y	Y	Y	Y
3:00 PM	to	4:00 PM	716	8.19%	**899**	6.6%	**170**	Y	Y	Y	Y
4:00 PM	to	5:00 PM	752	8.61%	**944**	6.9%	**176**	Y	Y	Y	Y
5:00 PM	to	6:00 PM	734	8.40%	**921**	7.4%	**188**	Y	Y	Y	Y
6:00 PM	to	7:00 PM	548	6.27%	**688**	6.5%	**166**	Y	Y	Y	N
7:00 PM	to	8:00 PM	391	4.47%	**491**	5.5%	**141**	Y	N	N	N
8:00 PM	to	9:00 PM	294	3.36%	**369**	5.0%	**128**	N	N	N	N
9:00 PM	to	10:00 PM	194	2.22%	**244**	3.6%	**92**	N	N	N	N
10:00 PM	to	11:00 PM	111	1.27%	**139**	1.3%	**33**	N	N	N	N
			8,739		10,970		**2,552**	11	11	9	4

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Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

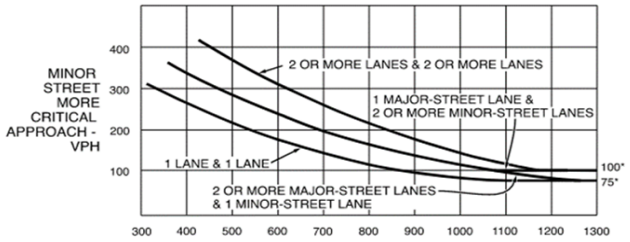
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

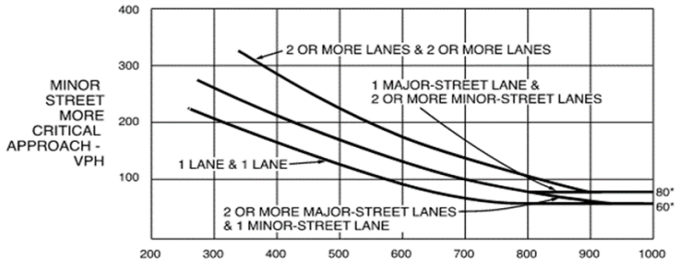
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



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

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

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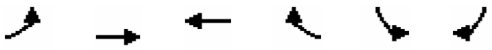
ATTACHMENT J: LOS CALCULATIONS – EXISTING CONDITIONS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	104	142	88	144	31
Future Volume (vph)	18	104	142	88	144	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.948			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1650	1595	0	1556	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1650	1595	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	28	160	218	135	222	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	188	353	0	222	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	104	142	88	144	31
Future Vol, veh/h	18	104	142	88	144	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	28	160	218	135	222	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	354	0	-	0	502	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	1102	-	-	-	505	748
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1102	-	-	-	491	748
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.23	0	17.09
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	266	-	-	-	491	748
HCM Lane V/C Ratio	0.025	-	-	-	0.451	0.047
HCM Control Delay (s/veh)	8.4	0	-	-	18.2	10
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	247	34	10	250	13	6
Future Volume (vph)	247	34	10	250	13	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984				0.955	
Flt Protected				0.998	0.968	
Satd. Flow (prot)	1764	0	0	1777	1240	0
Flt Permitted				0.998	0.968	
Satd. Flow (perm)	1764	0	0	1777	1240	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	274	38	11	278	14	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	312	0	0	289	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	34	10	250	13	6
Future Vol, veh/h	247	34	10	250	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	274	38	11	278	14	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	312	0	593	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1260	-	403	678
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1260	-	399	678
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	13.23
HCM LOS			B

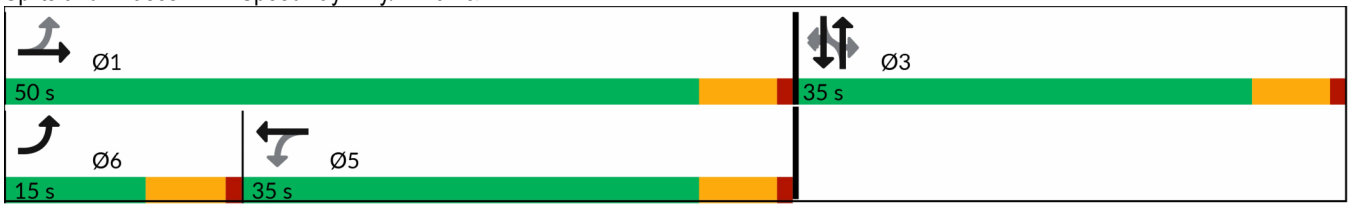
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	69	-
HCM Lane V/C Ratio	0.046	-	-	0.009	-
HCM Control Delay (s/veh)	13.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	205	4	3	209	333	6	23	1	324	26	70
Future Volume (vph)	69	205	4	3	209	333	6	23	1	324	26	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.996				0.850
Flt Protected	0.950				0.999			0.991			0.956	
Satd. Flow (prot)	1719	1673	0	0	1729	1468	0	1727	0	0	1663	1417
Flt Permitted	0.408				0.995			0.930			0.719	
Satd. Flow (perm)	738	1673	0	0	1722	1468	0	1621	0	0	1251	1417
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				358		1				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	74	220	4	3	225	358	6	25	1	348	28	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	224	0	0	228	358	0	32	0	0	376	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	25.1	25.1			14.8	62.6		24.6			24.6	24.6
Actuated g/C Ratio	0.40	0.40			0.24	1.00		0.39			0.39	0.39
v/c Ratio	0.17	0.33			0.56	0.24		0.05			0.76	0.11
Control Delay (s/veh)	12.9	14.4			29.8	0.3		13.9			31.1	1.8
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	12.9	14.4			29.8	0.3		13.9			31.1	1.8
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		14.1			11.8			13.9			26.3	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 62.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	567	2	10	522	1	7
Future Volume (vph)	567	2	10	522	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.880	
Flt Protected				0.999	0.994	
Satd. Flow (prot)	1723	0	0	3277	1662	0
Flt Permitted				0.999	0.994	
Satd. Flow (perm)	1723	0	0	3277	1662	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	623	2	11	574	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	625	0	0	585	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

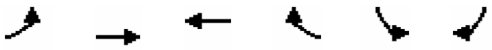
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	567	2	10	522	1	7
Future Vol, veh/h	567	2	10	522	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	623	2	11	574	1	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	625	0	933	624
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	893	-	283	489
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	279	489
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	13.22
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	68	-
HCM Lane V/C Ratio	0.02	-	-	0.012	-
HCM Control Delay (s/veh)	13.2	-	-	9.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	574	529	2	3	3
Future Volume (vph)	0	574	529	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3335	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3335	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	611	563	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	611	565	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			

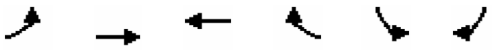
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	574	529	2	3	3
Future Vol, veh/h	0	574	529	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	611	563	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	565	0	-	0	1174	282
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	611	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	1017	-	-	-	163	721
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	472	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1017	-	-	-	163	721
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	472	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.87
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1017	-	-	-	266
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s/veh)	0	-	-	-	18.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	577	484	0	7	47
Future Volume (vph)	0	577	484	0	7	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.882	
Flt Protected					0.994	
Satd. Flow (prot)	0	4759	3343	0	1582	0
Flt Permitted					0.994	
Satd. Flow (perm)	0	4759	3343	0	1582	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	614	515	0	7	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	614	515	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.4%		ICU Level of Service A	
Analysis Period (min) 15			

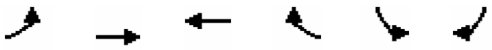
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	577	484	0	7	47
Future Vol, veh/h	0	577	484	0	7	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	614	515	0	7	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	760	257
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	378	730
Stage 1	0	-	-	0	552	-
Stage 2	0	-	-	0	740	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	378	730
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	740	-

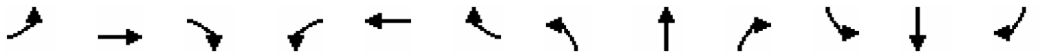
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.06
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	651
HCM Lane V/C Ratio	-	-	0.088
HCM Control Delay (s/veh)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	557	484	26	0	0
Future Volume (vph)	27	557	484	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.992			
Flt Protected		0.998				
Satd. Flow (prot)	0	4759	3329	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4759	3329	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	29	593	515	28	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	622	543	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

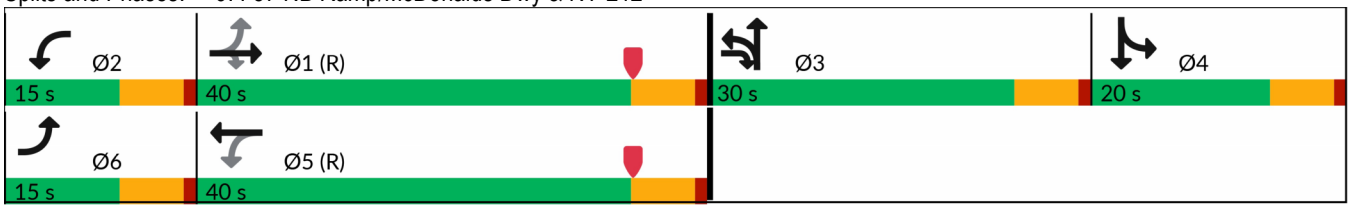


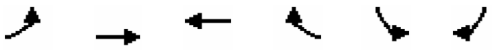
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	485	49	75	384	28	108	6	50	37	15	18
Future Volume (vph)	23	485	49	75	384	28	108	6	50	37	15	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.905			0.919	
Flt Protected	0.950			0.950			0.950	0.986		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3193	0	1573	1428	0	1752	1569	0
Flt Permitted	0.476			0.309			0.950	0.986		0.950		
Satd. Flow (perm)	861	1712	1455	544	3193	0	1573	1428	0	1752	1569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		8			59			21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	27	571	58	88	452	33	127	7	59	44	18	21
Shared Lane Traffic (%)							21%					
Lane Group Flow (vph)	27	571	58	88	485	0	100	93	0	44	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	63.7	59.4	78.6	67.6	63.0		12.0	12.0		7.2	7.2	
Actuated g/C Ratio	0.61	0.57	0.75	0.64	0.60		0.11	0.11		0.07	0.07	
v/c Ratio	0.04	0.58	0.05	0.20	0.25		0.55	0.43		0.36	0.30	
Control Delay (s/veh)	8.9	21.8	0.5	6.4	8.6		55.0	24.4		54.6	32.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.9	21.8	0.5	6.4	8.6		55.0	24.4		54.6	32.9	
LOS	A	C	A	A	A		E	C		D	C	
Approach Delay (s/veh)		19.4			8.3			40.3			44.4	
Approach LOS		B			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.3		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	572	487	0	0	0
Future Volume (vph)	0	572	487	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	629	535	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	629	535	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

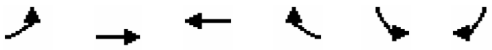
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	572	487	0	0	0
Future Vol, veh/h	0	572	487	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	629	535	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1164	268
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	238	627
Stage 1	0	-	-	0	479	-
Stage 2	0	-	-	0	520	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	238	627
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	572	487	0	0	0
Future Volume (vph)	0	572	487	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	629	535	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	629	535	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

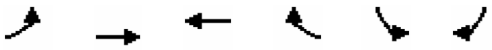
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	572	487	0	0	0
Future Vol, veh/h	0	572	487	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	629	535	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	535	0	-	0	1164	268
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	1043	-	-	-	203	731
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1043	-	-	-	203	731
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1043	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	560	486	8	0	1
Future Volume (vph)	12	560	486	8	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4762	3303	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4762	3303	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	13	615	534	9	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	628	543	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	560	486	8	0	1
Future Vol, veh/h	12	560	486	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	13	615	534	9	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	543	0	-	0	811	271
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	1036	-	-	-	354	732
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1036	-	-	-	349	732
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	9.92
HCM LOS			A

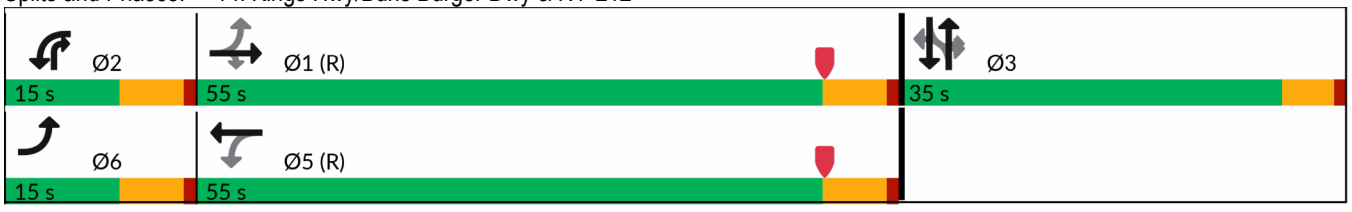
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	113	-	-	-	732
HCM Lane V/C Ratio	0.013	-	-	-	0.002
HCM Control Delay (s/veh)	8.5	0.1	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	283	274	59	306	1	188	0	18	0	0	0
Future Volume (vph)	3	283	274	59	306	1	188	0	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.992			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3358	0	0	1543	1324	0	1900	0
Flt Permitted	0.524				0.848			0.757				
Satd. Flow (perm)	996	1759	1442	0	2870	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			288						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	298	288	62	322	1	198	0	19	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	298	288	0	385	0	0	198	19	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	70.4	68.5	68.5		71.5			21.3	30.8			
Actuated g/C Ratio	0.67	0.65	0.65		0.68			0.20	0.29			
v/c Ratio	0.00	0.25	0.27		0.19			0.79	0.04			
Control Delay (s/veh)	7.0	7.3	1.6		5.2			61.3	4.4			
Queue Delay	0.0	0.3	0.2		0.2			0.0	0.0			
Total Delay (s/veh)	7.0	7.6	1.8		5.5			61.3	4.4			
LOS	A	A	A		A			E	A			
Approach Delay (s/veh)		4.8			5.6			56.4				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 14.5		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	292	9	9	362	4	13
Future Volume (vph)	292	9	9	362	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.995				0.895	
Flt Protected				0.999	0.989	
Satd. Flow (prot)	3294	0	0	3367	1505	0
Flt Permitted				0.999	0.989	
Satd. Flow (perm)	3294	0	0	3367	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	317	10	10	393	4	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	327	0	0	403	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			

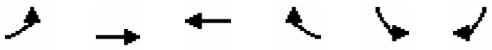
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	292	9	9	362	4	13
Future Vol, veh/h	292	9	9	362	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	317	10	10	393	4	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	327	0	539	164
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1167	-	421	834
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1167	-	417	834
Mov Cap-2 Maneuver	-	-	-	-	417	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	10.48
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	675	-	-	87	-
HCM Lane V/C Ratio	0.027	-	-	0.008	-
HCM Control Delay (s/veh)	10.5	-	-	8.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

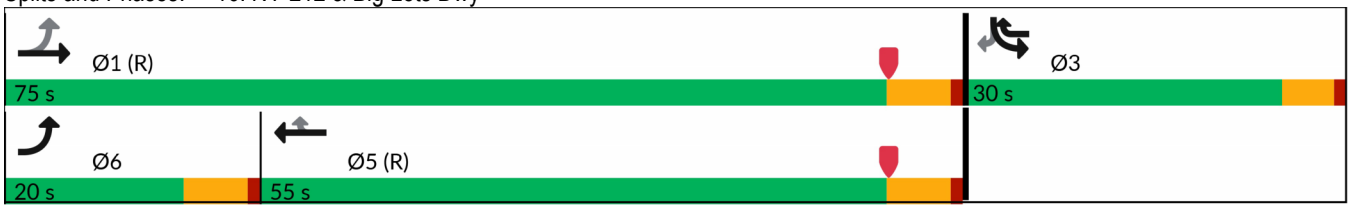


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	291	360	6	3	11
Future Volume (vph)	14	291	360	6	3	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.473				0.950	
Satd. Flow (perm)	832	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				7		13
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	16	338	419	7	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	338	419	7	3	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	94.7	98.3	94.0	98.7	5.3	5.3
Actuated g/C Ratio	0.90	0.94	0.90	0.94	0.05	0.05
v/c Ratio	0.02	0.21	0.14	0.00	0.04	0.13
Control Delay (s/veh)	1.0	1.0	2.2	0.6	48.3	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.0	1.0	2.2	0.6	48.3	25.9
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		1.0	2.2		30.1	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay (s/veh): 2.3		Intersection LOS: A	
Intersection Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	291	3	32	366	0	0	0	45	1	0	0
Future Volume (vph)	0	291	3	32	366	0	0	0	45	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	331	3	36	416	0	0	0	51	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	334	0	36	416	0	0	51	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	291	3	32	366	0	0	0	45	1	0	0
Future Vol, veh/h	0	291	3	32	366	0	0	0	45	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	331	3	36	416	0	0	0	51	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	334	0	0	821	821	332	819	823	416
Stage 1	-	-	-	-	-	-	332	332	-	489	489	-
Stage 2	-	-	-	-	-	-	489	489	-	331	334	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1154	-	-	1220	-	-	296	312	694	296	311	641
Stage 1	-	-	-	-	-	-	685	648	-	565	553	-
Stage 2	-	-	-	-	-	-	565	553	-	687	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1220	-	-	287	302	694	266	302	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	302	-	266	302	-
Stage 1	-	-	-	-	-	-	685	648	-	548	536	-
Stage 2	-	-	-	-	-	-	548	536	-	636	647	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.65	10.6	18.57
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	694	1154	-	-	1220	-	-	266
HCM Lane V/C Ratio	0.074	-	-	-	0.03	-	-	0.004
HCM Control Delay (s/veh)	10.6	0	-	-	8	-	-	18.6
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

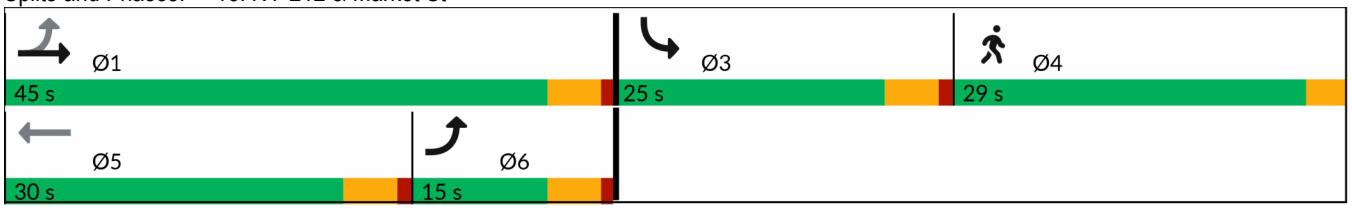


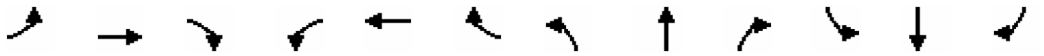
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	71	149	228	39	45	55	
Future Volume (vph)	71	149	228	39	45	55	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.980		0.926		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1641	1712	1771	0	1576	0	
Flt Permitted	0.550				0.978		
Satd. Flow (perm)	950	1712	1771	0	1576	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	83	173	265	45	52	64	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	83	173	310	0	116	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	44.0	44.0	32.0		8.7		
Actuated g/C Ratio	0.74	0.74	0.54		0.15		
v/c Ratio	0.10	0.13	0.32		0.50		
Control Delay (s/veh)	4.2	3.9	12.8		30.8		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	4.2	3.9	12.8		30.8		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.0	12.8		30.9		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 59.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





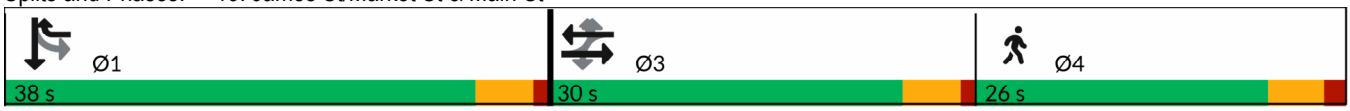
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	21	1	0	22	132	0	0	0	134	0	87
Future Volume (vph)	151	21	1	0	22	132	0	0	0	134	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.947	
Flt Protected		0.958									0.971	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1574	0
Flt Permitted		0.732									0.971	
Satd. Flow (perm)	0	1305	0	0	1743	1442	0	0	0	0	1574	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	201	28	1	0	29	176	0	0	0	179	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	29	176	0	0	0	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.6			14.6	40.5					15.6	
Actuated g/C Ratio		0.36			0.36	1.00					0.39	
v/c Ratio		0.48			0.04	0.12					0.48	
Control Delay (s/veh)		14.6			9.3	0.1					13.2	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		14.6			9.3	0.1					13.2	
LOS		B			A	A					B	
Approach Delay (s/veh)		14.6			1.5						13.2	
Approach LOS		B			A						B	

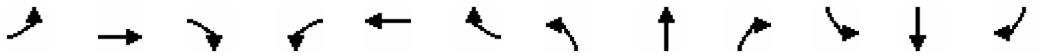
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 40.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



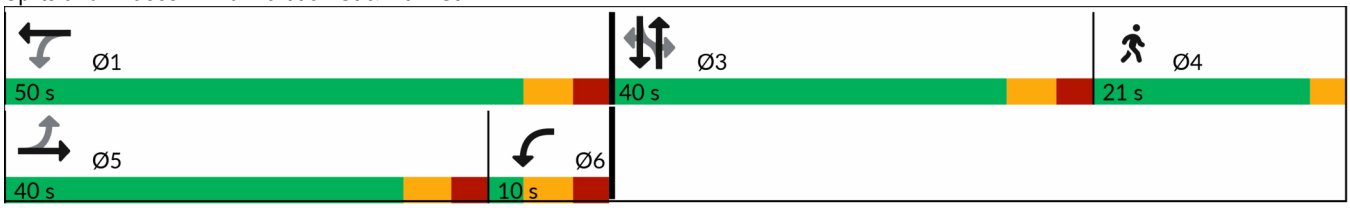
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	82	65	59	100	6	50	23	66	3	33	4
Future Volume (vph)	8	82	65	59	100	6	50	23	66	3	33	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.995			0.936			0.986	
Flt Protected		0.997			0.982			0.982			0.996	
Satd. Flow (prot)	0	1584	0	0	1709	0	0	1608	0	0	1821	0
Flt Permitted		0.974			0.793			0.858			0.971	
Satd. Flow (perm)	0	1548	0	0	1380	0	0	1405	0	0	1775	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	11	115	92	83	141	8	70	32	93	4	46	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	232	0	0	195	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.4			14.4			13.8			13.8	
Actuated g/C Ratio		0.34			0.34			0.32			0.32	
v/c Ratio		0.41			0.49			0.42			0.09	
Control Delay (s/veh)		14.1			15.9			14.8			10.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		14.1			15.9			14.8			10.7	
LOS		B			B			B			B	
Approach Delay (s/veh)		14.1			15.9			14.8			10.8	
Approach LOS		B			B			B			B	

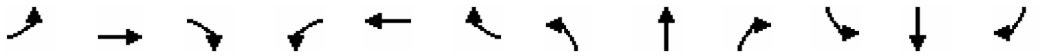
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 42.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 14.6		Intersection LOS: B	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

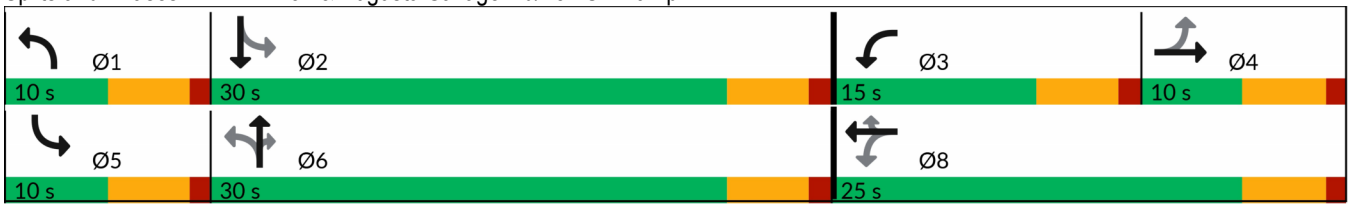


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	0	101	3	14	4	305	116	176	319	3
Future Volume (vph)	0	1	0	101	3	14	4	305	116	176	319	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850		0.999	
Flt Protected					0.954		0.950			0.950		
Satd. Flow (prot)	0	950	0	0	1519	1346	1805	1696	1495	1736	1775	0
Flt Permitted					0.732		0.562			0.481		
Satd. Flow (perm)	0	950	0	0	1165	1346	1068	1696	1495	879	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			201		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	0	1	0	103	3	14	4	311	118	180	326	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	106	14	4	311	118	180	329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		10.2			11.5	11.5	21.6	19.4	19.4	25.4	28.0	
Actuated g/C Ratio		0.25			0.28	0.28	0.52	0.47	0.47	0.61	0.67	
v/c Ratio		0.00			0.32	0.03	0.00	0.39	0.14	0.27	0.27	
Control Delay (s/veh)		14.0			16.9	0.1	7.0	15.0	0.9	8.0	9.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		14.0			16.9	0.1	7.0	15.0	0.9	8.0	9.6	
LOS		B			B	A	A	B	A	A	A	
Approach Delay (s/veh)		14.0			15.0			11.1			9.1	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 41.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	315	494	0
Future Volume (vph)	0	4	4	315	494	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	346	543	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	346	543	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	315	494	0
Future Vol, veh/h	0	4	4	315	494	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	346	543	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	898	543	543	0	-	0
Stage 1	543	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	313	498	1036	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	311	498	1036	-	-	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.3	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1036	-	498	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Control Delay (s/veh)	8.5	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	313	490	0
Future Volume (vph)	0	4	2	313	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1788	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1788	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	356	557	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	358	557	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

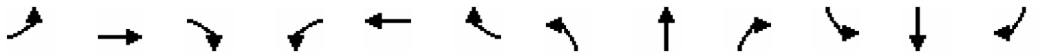
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	313	490	0
Future Vol, veh/h	0	4	2	313	490	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	356	557	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	917	557	557	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	304	449	813	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	449	813	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.1	0.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	449	-	-
HCM Lane V/C Ratio	0.003	-	0.01	-	-
HCM Control Delay (s/veh)	9.4	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	14	17	6	24	8	284	21	82	459	1
Future Volume (vph)	0	10	14	17	6	24	8	284	21	82	459	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.922			0.930			0.991				
Flt Protected					0.982			0.999			0.993	
Satd. Flow (prot)	0	1681	0	0	1634	0	0	1624	0	0	1807	0
Flt Permitted					0.982			0.999			0.993	
Satd. Flow (perm)	0	1681	0	0	1634	0	0	1624	0	0	1807	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	11	15	18	6	26	9	302	22	87	488	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	50	0	0	333	0	0	576	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	14	17	6	24	8	284	21	82	459	1
Future Vol, veh/h	0	10	14	17	6	24	8	284	21	82	459	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	17	8	40	15	17	1	5	0
Mvmt Flow	0	11	15	18	6	26	9	302	22	87	488	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	1005	489	998	994	313	489	0	0	324	0	0
Stage 1	663	663	-	330	330	-	-	-	-	-	-	-
Stage 2	322	341	-	668	664	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.67	6.28	4.5	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.153	3.372	2.56	-	-	2.209	-	-
Pot Cap-1 Maneuver	229	234	583	224	231	713	903	-	-	1241	-	-
Stage 1	454	447	-	687	620	-	-	-	-	-	-	-
Stage 2	694	624	-	451	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	209	583	186	206	713	903	-	-	1241	-	-
Mov Cap-2 Maneuver	192	209	-	186	206	-	-	-	-	-	-	-
Stage 1	410	403	-	679	612	-	-	-	-	-	-	-
Stage 2	654	617	-	386	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.67	19.09	0.23	1.23
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	45	-	-	334	305	272	-	-
HCM Lane V/C Ratio	0.009	-	-	0.076	0.164	0.07	-	-
HCM Control Delay (s/veh)	9	0	-	16.7	19.1	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	107	2	253	55	0	435
Future Volume (vph)	107	2	253	55	0	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.976			
Flt Protected	0.953					
Satd. Flow (prot)	1691	0	1707	0	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1691	0	1707	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	116	2	275	60	0	473
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	335	0	0	473
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

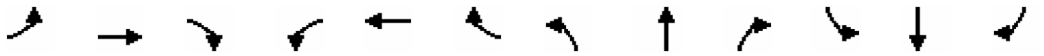
Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	107	2	253	55	0	435
Future Vol, veh/h	107	2	253	55	0	435
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	7	16	0	5
Mvmt Flow	116	2	275	60	0	473

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	778	305	0	0	335	0
Stage 1	305	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	358	740	-	-	1236	-
Stage 1	736	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	740	-	-	1236	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.74	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	1236	-
HCM Lane V/C Ratio	-	-	0.328	-	-
HCM Control Delay (s/veh)	-	-	19.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	31	0	255	0	44	430	0
Future Volume (vph)	0	1	4	1	0	31	0	255	0	44	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.998						0.995	
Satd. Flow (prot)	0	1211	0	0	1425	0	0	1776	0	0	1800	0
Flt Permitted					0.998						0.995	
Satd. Flow (perm)	0	1211	0	0	1425	0	0	1776	0	0	1800	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	32	0	266	0	46	448	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	33	0	0	266	0	0	494	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	4	1	0	31	0	255	0	44	430	0
Future Vol, veh/h	0	1	4	1	0	31	0	255	0	44	430	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	32	0	266	0	46	448	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	805	805	448	806	805	266	448	0	0	266	0	0
Stage 1	540	540	-	266	266	-	-	-	-	-	-	-
Stage 2	266	266	-	540	540	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	303	226	565	210	318	747	1123	-	-	1281	-	-
Stage 1	530	392	-	567	693	-	-	-	-	-	-	-
Stage 2	744	542	-	385	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	215	565	197	303	747	1123	-	-	1281	-	-
Mov Cap-2 Maneuver	276	215	-	197	303	-	-	-	-	-	-	-
Stage 1	505	373	-	567	693	-	-	-	-	-	-	-
Stage 2	712	542	-	363	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.54	10.5	0	0.73
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	427	687	167	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.048	0.036	-	-
HCM Control Delay (s/veh)	0	-	-	13.5	10.5	7.9	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	4	54	7	0	71
Future Volume (vph)	13	4	54	7	0	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.984			
Flt Protected	0.963					
Satd. Flow (prot)	1771	0	1626	0	0	1667
Flt Permitted	0.963					
Satd. Flow (perm)	1771	0	1626	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	23	7	96	13	0	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	109	0	0	127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	4	54	7	0	71
Future Vol, veh/h	13	4	54	7	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	23	7	96	13	0	127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	229	103	0	0	109	0
Stage 1	103	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	763	958	-	-	1494	-
Stage 1	926	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	763	958	-	-	1494	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.67	0	0
HCM LOS	A		

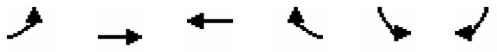
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	1494	-
HCM Lane V/C Ratio	-	-	0.038	-	-
HCM Control Delay (s/veh)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.9	0.1	0.0	1.1
Total Del/Veh (s)	3.2	6.9	1.0	0.5	3.8
Stop Delay (hr)	0.0	0.7	0.0	0.0	0.7
Stop Del/Veh (s)	2.1	4.9	0.2	0.2	2.5

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	44	83	10	37	46
Average Queue (ft)	10	53	1	2	4
95th Queue (ft)	34	73	9	18	25
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	1	37	0	0	0
Queuing Penalty (veh)	1	72	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	183	157	167	101	22
Future Volume (vph)	35	183	157	167	101	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.930			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	1743	1690	0	1641	1417
Flt Permitted		0.992			0.950	
Satd. Flow (perm)	0	1743	1690	0	1641	1417
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	8%	3%	6%	10%	14%
Adj. Flow (vph)	36	189	162	172	104	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	225	334	0	104	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

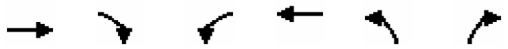
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	183	157	167	101	22
Future Vol, veh/h	35	183	157	167	101	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	8	3	6	10	14
Mvmt Flow	36	189	162	172	104	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	334	0	-	0	509	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.19	-	-	-	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.281	-	-	-	3.59	3.426
Pot Cap-1 Maneuver	1187	-	-	-	510	762
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1187	-	-	-	493	762
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.3	0	13.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	289	-	-	-	493	762
HCM Lane V/C Ratio	0.03	-	-	-	0.211	0.03
HCM Control Delay (s/veh)	8.1	0	-	-	14.2	9.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	308	29	9	335	31	12
Future Volume (vph)	308	29	9	335	31	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.961	
Flt Protected				0.999	0.966	
Satd. Flow (prot)	1789	0	0	1793	1681	0
Flt Permitted				0.999	0.966	
Satd. Flow (perm)	1789	0	0	1793	1681	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	0%	6%	0%	17%
Adj. Flow (vph)	321	30	9	349	32	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	0	0	358	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	308	29	9	335	31	12
Future Vol, veh/h	308	29	9	335	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	4	0	6	0	17
Mvmt Flow	321	30	9	349	32	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	704	336
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1219	-	407	673
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	403	673
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	13.81
HCM LOS			B

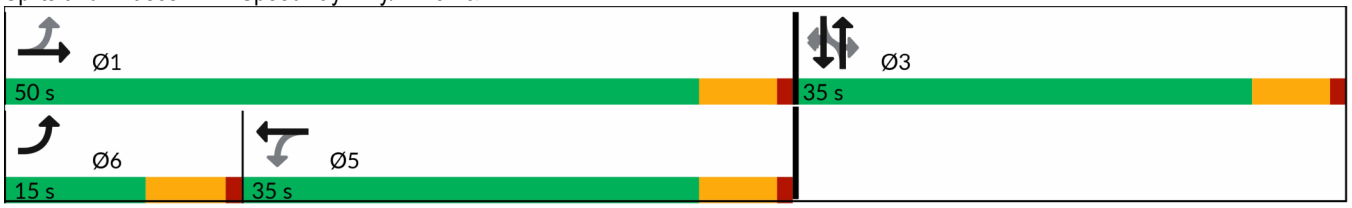
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	47	-
HCM Lane V/C Ratio	0.099	-	-	0.008	-
HCM Control Delay (s/veh)	13.8	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	262	4	4	256	505	7	21	6	321	41	106
Future Volume (vph)	76	262	4	4	256	505	7	21	6	321	41	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.977				0.850
Flt Protected	0.950				0.999			0.990			0.958	
Satd. Flow (prot)	1641	1818	0	0	1792	1553	0	1632	0	0	1737	1538
Flt Permitted	0.371				0.994			0.921			0.725	
Satd. Flow (perm)	641	1818	0	0	1783	1553	0	1518	0	0	1315	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				521		6				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	25%	0%	6%	4%	14%	11%	17%	5%	3%	5%
Adj. Flow (vph)	78	270	4	4	264	521	7	22	6	331	42	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	274	0	0	268	521	0	35	0	0	373	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	26.3	26.3			15.9	62.5		23.1			23.1	23.1
Actuated g/C Ratio	0.42	0.42			0.25	1.00		0.37			0.37	0.37
v/c Ratio	0.19	0.35			0.59	0.33		0.06			0.76	0.17
Control Delay (s/veh)	12.5	13.9			29.1	0.5		13.3			31.8	4.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	12.5	13.9			29.1	0.5		13.3			31.8	4.0
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		13.7			10.3			13.4			25.5	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 62.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	547	5	18	785	1	10
Future Volume (vph)	547	5	18	785	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.877	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1808	0	0	3429	1658	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1808	0	0	3429	1658	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	13%	5%	0%	0%
Adj. Flow (vph)	564	5	19	809	1	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	569	0	0	828	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

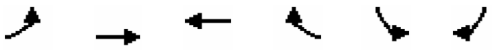
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	547	5	18	785	1	10
Future Vol, veh/h	547	5	18	785	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	13	5	0	0
Mvmt Flow	564	5	19	809	1	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	569	0	1008	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	939	-	254	527
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	939	-	248	527
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.41	12.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	478	-	-	81	-
HCM Lane V/C Ratio	0.024	-	-	0.02	-
HCM Control Delay (s/veh)	12.7	-	-	8.9	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	556	801	4	1	2
Future Volume (vph)	1	556	801	4	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.910	
Flt Protected					0.984	
Satd. Flow (prot)	0	1776	3403	0	1701	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1776	3403	0	1701	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	1	585	843	4	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	586	847	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

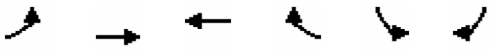
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	556	801	4	1	2
Future Vol, veh/h	1	556	801	4	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	1	585	843	4	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	847	0	-	0	1433	424
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	587	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	799	-	-	-	138	584
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	799	-	-	-	138	584
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	559	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	17.97
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	281
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s/veh)	9.5	0	-	-	18
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	556	756	0	9	49
Future Volume (vph)	0	556	756	0	9	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.885	
Flt Protected					0.993	
Satd. Flow (prot)	0	4848	3374	0	1642	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4848	3374	0	1642	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	0	579	788	0	9	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	579	788	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

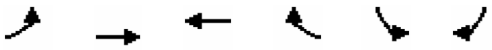
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	556	756	0	9	49
Future Vol, veh/h	0	556	756	0	9	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	2
Mvmt Flow	0	579	788	0	9	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1019	394
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	-	-	6.25	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	0	-	-	0	270	605
Stage 1	0	-	-	0	403	-
Stage 2	0	-	-	0	752	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	270	605
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	752	-

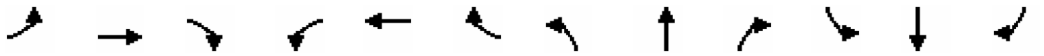
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	13.05
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	507
HCM Lane V/C Ratio	-	-	0.119
HCM Control Delay (s/veh)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	550	757	38	0	0
Future Volume (vph)	15	550	757	38	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.993			
Flt Protected		0.999				
Satd. Flow (prot)	0	4851	3361	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4851	3361	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	16	573	789	40	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	589	829	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			

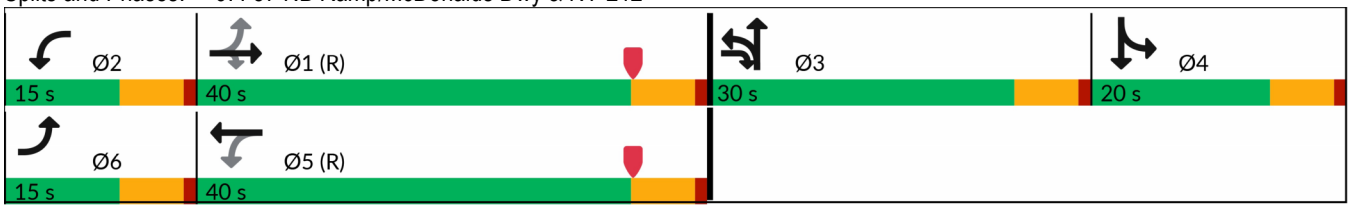


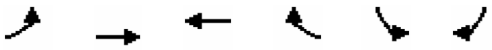
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	488	50	70	635	54	149	4	75	33	12	11
Future Volume (vph)	12	488	50	70	635	54	149	4	75	33	12	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.896			0.928	
Flt Protected	0.950			0.950			0.950	0.987		0.950		
Satd. Flow (prot)	1805	1792	1509	1612	3317	0	1633	1554	0	1805	1763	0
Flt Permitted	0.358			0.324			0.950	0.987		0.950		
Satd. Flow (perm)	680	1792	1509	550	3317	0	1633	1554	0	1805	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		9			81			12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	7%	12%	8%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	13	525	54	75	683	58	160	4	81	35	13	12
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	13	525	54	75	741	0	128	117	0	35	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	62.4	58.5	79.3	68.3	66.6		13.7	13.7		6.7	6.7	
Actuated g/C Ratio	0.59	0.56	0.76	0.65	0.63		0.13	0.13		0.06	0.06	
v/c Ratio	0.02	0.52	0.04	0.17	0.35		0.60	0.43		0.30	0.20	
Control Delay (s/veh)	9.5	20.7	0.4	6.4	7.3		54.3	19.8		53.3	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	9.5	20.7	0.4	6.4	7.5		54.3	19.8		53.3	34.0	
LOS	A	C	A	A	A		D	B		D	C	
Approach Delay (s/veh)		18.6			7.5			37.8			45.3	
Approach LOS		B			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 17.0		Intersection LOS: B	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	596	752	0	3	7
Future Volume (vph)	0	596	752	0	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.905	
Flt Protected					0.985	
Satd. Flow (prot)	0	1776	4848	0	1694	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1776	4848	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	621	783	0	3	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	621	783	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

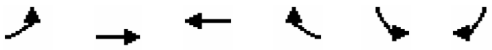
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	596	752	0	3	7
Future Vol, veh/h	0	596	752	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	0	621	783	0	3	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1404	392
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	175	523
Stage 1	0	-	-	0	340	-
Stage 2	0	-	-	0	524	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	175	523
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	524	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	16.36
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	327
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s/veh)	-	-	16.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	596	752	5	0	0
Future Volume (vph)	3	596	752	5	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1776	3372	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1776	3372	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	3	621	783	5	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	624	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

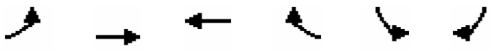
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	596	752	5	0	0
Future Vol, veh/h	3	596	752	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	3	621	783	5	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	789	0	-	0	1413	394
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	627	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	840	-	-	-	142	611
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	840	-	-	-	141	611
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	9	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	9.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	581	730	6	2	27
Future Volume (vph)	15	581	730	6	2	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	4835	3364	0	1446	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	4835	3364	0	1446	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	7%	7%	33%	50%	12%
Adj. Flow (vph)	16	605	760	6	2	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	621	766	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	581	730	6	2	27
Future Vol, veh/h	15	581	730	6	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	14	7	7	33	50	12
Mvmt Flow	16	605	760	6	2	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	767	0	-	0	1037	383
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	4.38	-	-	-	7.25	7.14
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	2.34	-	-	-	4.15	3.42
Pot Cap-1 Maneuver	769	-	-	-	184	587
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	769	-	-	-	180	587
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	12.53
HCM LOS			B

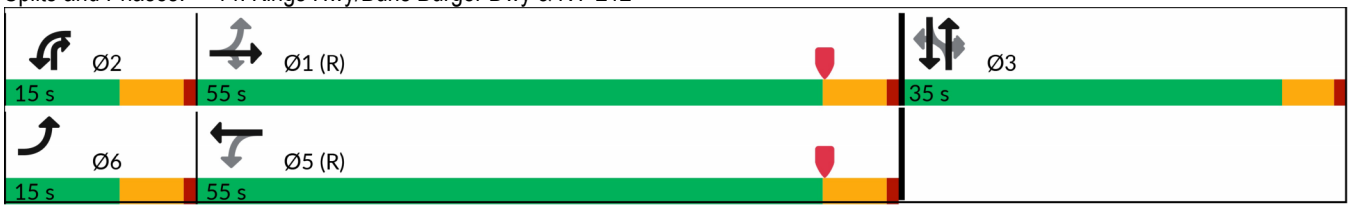
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	136	-	-	-	508
HCM Lane V/C Ratio	0.02	-	-	-	0.059
HCM Control Delay (s/veh)	9.8	0.2	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	399	180	54	477	6	258	1	61	6	2	1
Future Volume (vph)	4	399	180	54	477	6	258	1	61	6	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.985	
Flt Protected	0.950				0.995			0.953			0.968	
Satd. Flow (prot)	1805	1845	1538	0	3387	0	0	1725	1583	0	1812	0
Flt Permitted	0.442				0.867			0.721			0.841	
Satd. Flow (perm)	840	1845	1538	0	2951	0	0	1305	1583	0	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188		2				64		1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	14%	5%	0%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	4	416	188	56	497	6	269	1	64	6	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	416	188	0	559	0	0	270	64	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	64.1	60.4	60.4		67.6			25.1	34.7		25.1	
Actuated g/C Ratio	0.61	0.58	0.58		0.64			0.24	0.33		0.24	
v/c Ratio	0.00	0.39	0.19		0.29			0.86	0.11		0.02	
Control Delay (s/veh)	7.2	9.2	1.5		5.6			64.0	5.9		26.2	
Queue Delay	0.0	0.2	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	7.2	9.4	1.5		5.9			64.0	5.9		26.2	
LOS	A	A	A		A			E	A		C	
Approach Delay (s/veh)		7.0			6.0			52.9			26.2	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 16.9		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	460	6	10	533	4	8
Future Volume (vph)	460	6	10	533	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.907	
Flt Protected				0.999	0.985	
Satd. Flow (prot)	3466	0	0	3400	1697	0
Flt Permitted				0.999	0.985	
Satd. Flow (perm)	3466	0	0	3400	1697	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	10%	6%	0%	0%
Adj. Flow (vph)	489	6	11	567	4	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	495	0	0	578	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.8%		ICU Level of Service A	
Analysis Period (min) 15			

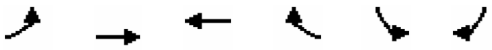
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	460	6	10	533	4	8
Future Vol, veh/h	460	6	10	533	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	10	6	0	0
Mvmt Flow	489	6	11	567	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	496	0	797	248
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.3	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1010	-	328	758
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1010	-	324	758
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.26	12.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	66	-
HCM Lane V/C Ratio	0.024	-	-	0.011	-
HCM Control Delay (s/veh)	12	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

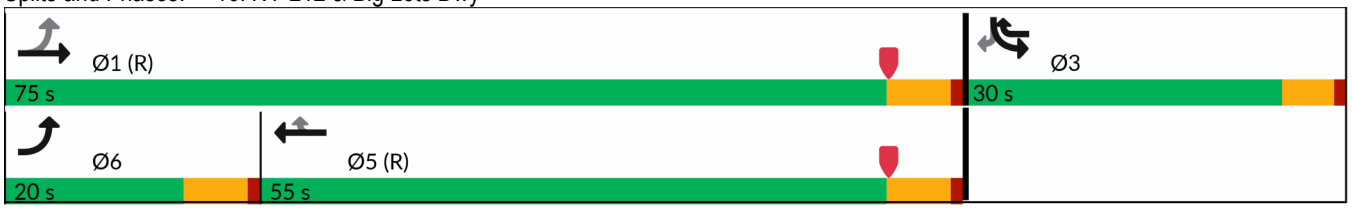


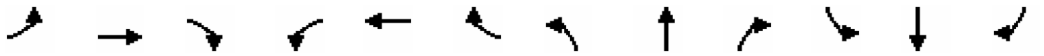
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	60	408	452	94	64	91
Future Volume (vph)	60	408	452	94	64	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1827	3438	1599	1805	1583
Flt Permitted	0.444				0.950	
Satd. Flow (perm)	811	1827	3438	1599	1805	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				99		96
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	5%	1%	0%	2%
Adj. Flow (vph)	63	429	476	99	67	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	429	476	99	67	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.7	85.7	76.5	91.8	8.3	8.3
Actuated g/C Ratio	0.82	0.82	0.73	0.87	0.08	0.08
v/c Ratio	0.08	0.28	0.19	0.07	0.46	0.44
Control Delay (s/veh)	2.0	2.1	5.4	0.4	56.2	16.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.0	2.4	5.4	0.4	56.2	16.1
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.4	4.5		32.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 34.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	468	4	24	543	1	3	1	75	1	0	0
Future Volume (vph)	0	468	4	24	543	1	3	1	75	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.871				
Flt Protected				0.950				0.998			0.950	
Satd. Flow (prot)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Flt Permitted				0.950				0.998			0.950	
Satd. Flow (perm)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	509	4	26	590	1	3	1	82	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	513	0	26	591	0	0	86	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	468	4	24	543	1	3	1	75	1	0	0
Future Vol, veh/h	0	468	4	24	543	1	3	1	75	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	4	6	0	0	0	4	0	0	0
Mvmt Flow	0	509	4	26	590	1	3	1	82	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	513	0	0	1153	1154	511	1152	1156	591
Stage 1	-	-	-	-	-	-	511	511	-	643	643	-
Stage 2	-	-	-	-	-	-	642	643	-	509	513	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	994	-	-	1042	-	-	176	199	559	176	198	511
Stage 1	-	-	-	-	-	-	549	540	-	465	472	-
Stage 2	-	-	-	-	-	-	466	471	-	550	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	1042	-	-	172	194	559	146	193	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	194	-	146	193	-
Stage 1	-	-	-	-	-	-	549	540	-	454	460	-
Stage 2	-	-	-	-	-	-	454	460	-	469	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.36	13.61	29.85
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	994	-	-	1042	-	-	146
HCM Lane V/C Ratio	0.171	-	-	-	0.025	-	-	0.007
HCM Control Delay (s/veh)	13.6	0	-	-	8.5	-	-	29.8
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0

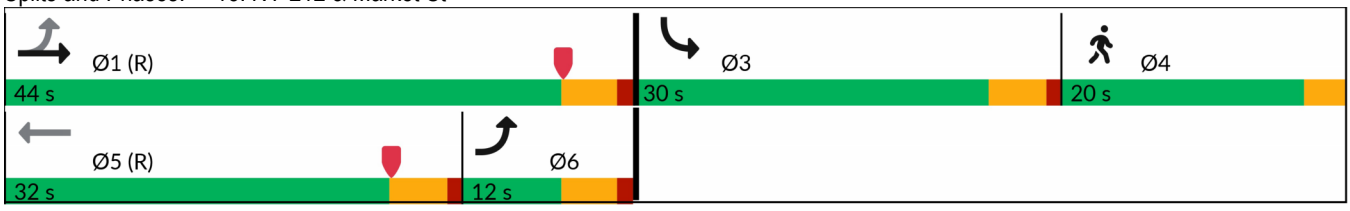


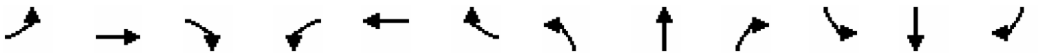
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	103	253	294	95	74	78	
Future Volume (vph)	103	253	294	95	74	78	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.967		0.931		
Flt Protected	0.950				0.976		
Satd. Flow (prot)	1671	1827	1745	0	1644	0	
Flt Permitted	0.475				0.976		
Satd. Flow (perm)	836	1827	1745	0	1644	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	8%	4%	7%	0%	5%	5%	
Adj. Flow (vph)	111	272	316	102	80	84	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	111	272	418	0	164	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	70.2	70.2	60.6		13.8		
Actuated g/C Ratio	0.75	0.75	0.64		0.15		
v/c Ratio	0.16	0.19	0.37		0.68		
Control Delay (s/veh)	4.9	4.4	10.5		51.7		
Queue Delay	0.0	0.0	0.7		0.0		
Total Delay (s/veh)	4.9	4.4	11.2		51.7		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.6	11.2		51.8		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





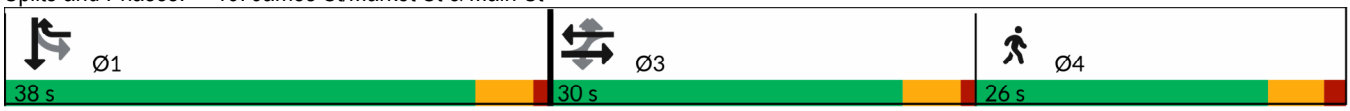
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	26	2	4	37	205	0	0	0	190	9	148
Future Volume (vph)	204	26	2	4	37	205	0	0	0	190	9	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.942	
Flt Protected		0.958			0.996						0.973	
Satd. Flow (prot)	0	1764	0	0	1842	1524	0	0	0	0	1704	0
Flt Permitted		0.720			0.972						0.973	
Satd. Flow (perm)	0	1326	0	0	1798	1524	0	0	0	0	1704	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	0%	0%	3%	6%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	224	29	2	4	41	225	0	0	0	209	10	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	45	225	0	0	0	0	382	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.4			16.4	44.4					17.6	
Actuated g/C Ratio		0.37			0.37	1.00					0.40	
v/c Ratio		0.52			0.06	0.14					0.56	
Control Delay (s/veh)		16.2			10.3	0.2					14.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		16.2			10.3	0.2					14.9	
LOS		B			B	A					B	
Approach Delay (s/veh)		16.3			1.9						14.9	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

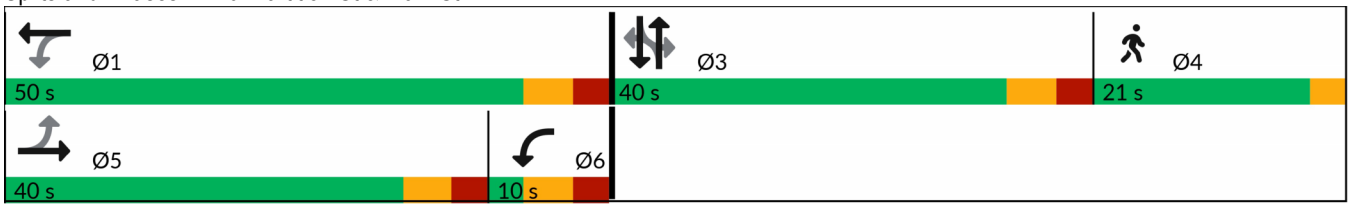
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	97	109	109	141	6	89	44	78	6	46	16
Future Volume (vph)	10	97	109	109	141	6	89	44	78	6	46	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.997			0.950			0.968	
Flt Protected		0.998			0.979			0.979			0.995	
Satd. Flow (prot)	0	1725	0	0	1776	0	0	1699	0	0	1800	0
Flt Permitted		0.976			0.767			0.828			0.960	
Satd. Flow (perm)	0	1687	0	0	1391	0	0	1437	0	0	1737	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	1%	4%	5%	0%	6%	0%	4%	0%	0%	7%
Adj. Flow (vph)	11	107	120	120	155	7	98	48	86	7	51	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	282	0	0	232	0	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.7			16.7			15.8			15.8	
Actuated g/C Ratio		0.35			0.35			0.33			0.33	
v/c Ratio		0.39			0.57			0.48			0.13	
Control Delay (s/veh)		13.9			17.9			17.6			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.9			17.9			17.6			13.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		14.0			17.9			17.6			13.0	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 47.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

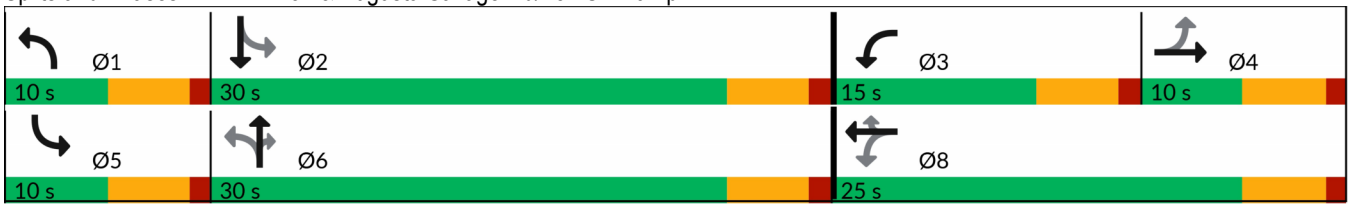
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	116	1	21	1	517	84	149	351	1
Future Volume (vph)	1	1	1	116	1	21	1	517	84	149	351	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850			0.850			
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1693	1455	1805	1810	1455	1687	1827	0
Flt Permitted		0.896			0.727		0.541			0.305		
Satd. Flow (perm)	0	1626	0	0	1292	1455	1028	1810	1455	542	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				117			201			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	0%	11%	0%	5%	11%	7%	4%	0%
Adj. Flow (vph)	1	1	1	122	1	22	1	544	88	157	369	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	123	22	1	544	88	157	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		10.0			10.1	10.1	26.3	24.7	24.7	29.6	30.6	
Actuated g/C Ratio		0.21			0.21	0.21	0.55	0.52	0.52	0.62	0.64	
v/c Ratio		0.00			0.45	0.05	0.00	0.58	0.10	0.33	0.31	
Control Delay (s/veh)		15.3			24.1	0.2	6.0	16.7	0.2	7.6	8.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		15.3			24.1	0.2	6.0	16.7	0.2	7.6	8.7	
LOS		B			C	A	A	B	A	A	A	
Approach Delay (s/veh)		15.3			20.5			14.4			8.4	
Approach LOS		B			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 47.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	9	0	539	492	3
Future Volume (vph)	1	9	0	539	492	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877				0.999	
Flt Protected	0.995					
Satd. Flow (prot)	1658	0	1900	1845	1843	0
Flt Permitted	0.995					
Satd. Flow (perm)	1658	0	1900	1845	1843	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	1	10	0	580	529	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	580	532	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	0	539	492	3
Future Vol, veh/h	1	9	0	539	492	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	1	10	0	580	529	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1110	531	532	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	234	552	1046	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	552	1046	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.57	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1046	-	486	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s/veh)	0	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	3	537	491	2
Future Volume (vph)	1	4	3	537	491	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892				0.999	
Flt Protected	0.990					
Satd. Flow (prot)	1398	0	0	1845	1825	0
Flt Permitted	0.990					
Satd. Flow (perm)	1398	0	0	1845	1825	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	25%	0%	3%	4%	0%
Adj. Flow (vph)	1	4	3	559	511	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	562	513	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	3	537	491	2
Future Vol, veh/h	1	4	3	537	491	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	25	0	3	4	0
Mvmt Flow	1	4	3	559	511	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1078	513	514	0	-	0
Stage 1	513	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	244	519	1062	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	519	1062	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.62	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	423	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s/veh)	8.4	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	6	18	9	42	20	508	10	40	469	3
Future Volume (vph)	0	12	6	18	9	42	20	508	10	40	469	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.918			0.998			0.999	
Flt Protected					0.987			0.998			0.996	
Satd. Flow (prot)	0	1548	0	0	1642	0	0	1788	0	0	1792	0
Flt Permitted					0.987			0.998			0.996	
Satd. Flow (perm)	0	1548	0	0	1642	0	0	1788	0	0	1792	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	17%	17%	6%	11%	3%	0%	6%	10%	12%	5%	0%
Adj. Flow (vph)	0	13	7	20	10	47	22	564	11	44	521	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	77	0	0	597	0	0	568	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	6	18	9	42	20	508	10	40	469	3
Future Vol, veh/h	0	12	6	18	9	42	20	508	10	40	469	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	17	17	6	11	3	0	6	10	12	5	0
Mvmt Flow	0	13	7	20	10	47	22	564	11	44	521	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1226	1232	523	1231	1228	570	524	0	0	576	0	0
Stage 1	612	612	-	614	614	-	-	-	-	-	-	-
Stage 2	614	620	-	617	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	6.37	7.16	6.61	6.23	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	3.453	3.554	4.099	3.327	2.2	-	-	2.308	-	-
Pot Cap-1 Maneuver	157	166	526	151	171	519	1052	-	-	950	-	-
Stage 1	484	461	-	472	469	-	-	-	-	-	-	-
Stage 2	483	457	-	471	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	150	526	124	155	519	1052	-	-	950	-	-
Mov Cap-2 Maneuver	122	150	-	124	155	-	-	-	-	-	-	-
Stage 1	452	431	-	457	454	-	-	-	-	-	-	-
Stage 2	416	443	-	421	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.34	26.5	0.32	0.7
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	67	-	-	197	243	140	-	-
HCM Lane V/C Ratio	0.021	-	-	0.102	0.316	0.047	-	-
HCM Control Delay (s/veh)	8.5	0	-	25.3	26.5	9	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.3	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	101	0	444	106	0	411
Future Volume (vph)	101	0	444	106	0	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974			
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	1815	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	1815	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	1%	6%	0%	3%
Adj. Flow (vph)	109	0	477	114	0	442
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	591	0	0	442
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

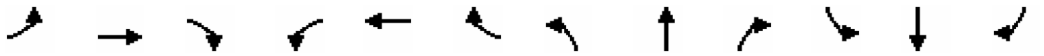
Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	0	444	106	0	411
Future Vol, veh/h	101	0	444	106	0	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	1	6	0	3
Mvmt Flow	109	0	477	114	0	442

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	976	534	0	0	591	0
Stage 1	534	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	277	550	-	-	994	-
Stage 1	586	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	550	-	-	994	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	26.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	277	994	-
HCM Lane V/C Ratio	-	-	0.392	-	-
HCM Control Delay (s/veh)	-	-	26.1	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1	79	1	442	1	56	410	1
Future Volume (vph)	0	0	0	1	1	79	1	442	1	56	410	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868							
Flt Protected					0.999						0.994	
Satd. Flow (prot)	0	1900	0	0	1542	0	0	1863	0	0	1825	0
Flt Permitted					0.999						0.994	
Satd. Flow (perm)	0	1900	0	0	1542	0	0	1863	0	0	1825	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	2%	0%	7%	3%	0%
Adj. Flow (vph)	0	0	0	1	1	81	1	456	1	58	423	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	83	0	0	458	0	0	482	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	1	79	1	442	1	56	410	1
Future Vol, veh/h	0	0	0	1	1	79	1	442	1	56	410	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	7	3	0
Mvmt Flow	0	0	0	1	1	81	1	456	1	58	423	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	997	997	423	996	997	456	424	0	0	457	0	0
Stage 1	539	539	-	458	458	-	-	-	-	-	-	-
Stage 2	458	459	-	538	539	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.27	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.363	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	225	246	635	225	246	594	1146	-	-	1078	-	-
Stage 1	530	525	-	586	570	-	-	-	-	-	-	-
Stage 2	586	570	-	531	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	228	635	209	228	594	1146	-	-	1078	-	-
Mov Cap-2 Maneuver	179	228	-	209	228	-	-	-	-	-	-	-
Stage 1	493	488	-	586	570	-	-	-	-	-	-	-
Stage 2	504	569	-	494	488	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.4	0.02	1.02
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	-	570	216	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.147	0.054	-	-
HCM Control Delay (s/veh)	8.1	0	-	0	12.4	8.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	8	62	12	5	45
Future Volume (vph)	7	8	62	12	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928		0.977			
Flt Protected	0.977					0.995
Satd. Flow (prot)	1492	0	1754	0	0	1809
Flt Permitted	0.977					0.995
Satd. Flow (perm)	1492	0	1754	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	29%	7%	0%	0%	5%
Adj. Flow (vph)	7	8	65	13	5	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	78	0	0	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	8	62	12	5	45
Future Vol, veh/h	7	8	62	12	5	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	29	7	0	0	5
Mvmt Flow	7	8	65	13	5	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	71	0	0	77	0
Stage 1	71	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.49	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	-	-	2.2	-
Pot Cap-1 Maneuver	871	921	-	-	1534	-
Stage 1	957	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	868	921	-	-	1534	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.09	0	0.74
HCM LOS	A		

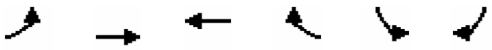
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	896	180	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s/veh)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.0	0.2	0.0	1.2
Total Del/Veh (s)	4.8	7.6	0.9	0.3	3.6
Stop Delay (hr)	0.0	0.7	0.0	0.0	0.8
Stop Del/Veh (s)	3.7	5.4	0.2	0.1	2.4

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	46	72	6	36
Average Queue (ft)	10	54	0	3
95th Queue (ft)	36	64	4	18
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	1	38		0
Queuing Penalty (veh)	1	72		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	165	201	147	74	29
Future Volume (vph)	39	165	201	147	74	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.943			0.850
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	1843	1784	0	1787	1509
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	1843	1784	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	42	179	218	160	80	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	221	378	0	80	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	165	201	147	74	29
Future Vol, veh/h	39	165	201	147	74	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	42	179	218	160	80	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	563	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	264	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1175	-	-	-	490	729
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	470	729
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.56	0	13.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	344	-	-	-	470	729
HCM Lane V/C Ratio	0.036	-	-	-	0.171	0.043
HCM Control Delay (s/veh)	8.2	0	-	-	14.2	10.2
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	263	15	14	357	33	14
Future Volume (vph)	263	15	14	357	33	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.959	
Flt Protected				0.998	0.966	
Satd. Flow (prot)	1862	0	0	1868	1689	0
Flt Permitted				0.998	0.966	
Satd. Flow (perm)	1862	0	0	1868	1689	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	292	17	16	397	37	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	0	413	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

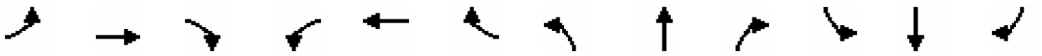
Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	15	14	357	33	14
Future Vol, veh/h	263	15	14	357	33	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	292	17	16	397	37	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	309	0	728	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1187	-	393	712
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1187	-	387	712
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	14.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	68	-
HCM Lane V/C Ratio	0.117	-	-	0.013	-
HCM Control Delay (s/veh)	14.1	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

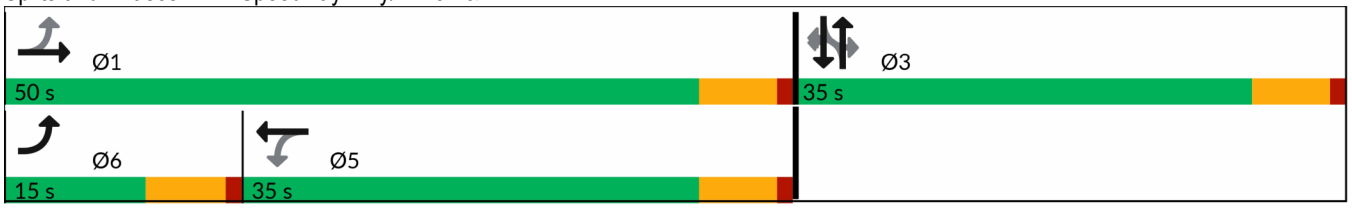


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	220	9	2	274	653	6	22	6	257	26	101
Future Volume (vph)	72	220	9	2	274	653	6	22	6	257	26	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.975				0.850
Flt Protected	0.950							0.991			0.957	
Satd. Flow (prot)	1736	1871	0	0	1863	1583	0	1836	0	0	1770	1615
Flt Permitted	0.363				0.998			0.929			0.718	
Satd. Flow (perm)	663	1871	0	0	1859	1583	0	1721	0	0	1328	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				710		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	78	239	10	2	298	710	7	24	7	279	28	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	249	0	0	300	710	0	38	0	0	307	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	23.5	23.5			16.4	56.5		19.4			19.4	19.4
Actuated g/C Ratio	0.42	0.42			0.29	1.00		0.34			0.34	0.34
v/c Ratio	0.18	0.31			0.55	0.44		0.06			0.67	0.17
Control Delay (s/veh)	11.2	12.0			24.6	0.9		13.9			26.6	4.3
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	11.2	12.0			24.6	0.9		13.9			26.6	4.3
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		11.9			8.0			14.0			20.7	
Approach LOS		B			A			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 56.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 11.8		Intersection LOS: B	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	513	5	18	968	1	12
Future Volume (vph)	513	5	18	968	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.875	
Flt Protected				0.999	0.996	
Satd. Flow (prot)	1861	0	0	3533	1656	0
Flt Permitted				0.999	0.996	
Satd. Flow (perm)	1861	0	0	3533	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	552	5	19	1041	1	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	557	0	0	1060	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

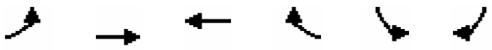
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	513	5	18	968	1	12
Future Vol, veh/h	513	5	18	968	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	552	5	19	1041	1	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	557	0	1113	554
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	988	-	219	536
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	988	-	213	536
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.73
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	-	-	66	-
HCM Lane V/C Ratio	0.029	-	-	0.02	-
HCM Control Delay (s/veh)	12.7	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	522	984	4	3	2
Future Volume (vph)	3	522	984	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3536	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3536	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	561	1058	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	564	1062	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

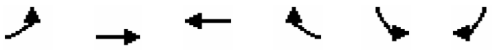
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	522	984	4	3	2
Future Vol, veh/h	3	522	984	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	561	1058	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1062	0	-	0	1628	531
Stage 1	-	-	-	-	1060	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	663	-	-	-	104	498
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	663	-	-	-	103	498
Mov Cap-2 Maneuver	-	-	-	-	103	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	29.77
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	151
HCM Lane V/C Ratio	0.005	-	-	-	0.036
HCM Control Delay (s/veh)	10.5	0	-	-	29.8
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	524	931	0	10	57
Future Volume (vph)	0	524	931	0	10	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	563	1001	0	11	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	563	1001	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

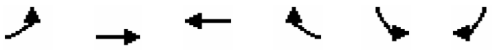
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	524	931	0	10	57
Future Vol, veh/h	0	524	931	0	10	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	563	1001	0	11	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1226	501
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	225	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	205	521
Stage 1	0	-	-	0	313	-
Stage 2	0	-	-	0	758	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	205	521
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	758	-

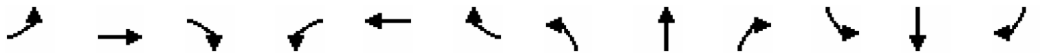
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.23
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	424
HCM Lane V/C Ratio	-	-	0.17
HCM Control Delay (s/veh)	-	-	15.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	523	931	41	0	0
Future Volume (vph)	11	523	931	41	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.994			
Flt Protected		0.999				
Satd. Flow (prot)	0	5082	3521	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5082	3521	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	12	562	1001	44	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	574	1045	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.4%		ICU Level of Service A	
Analysis Period (min) 15			

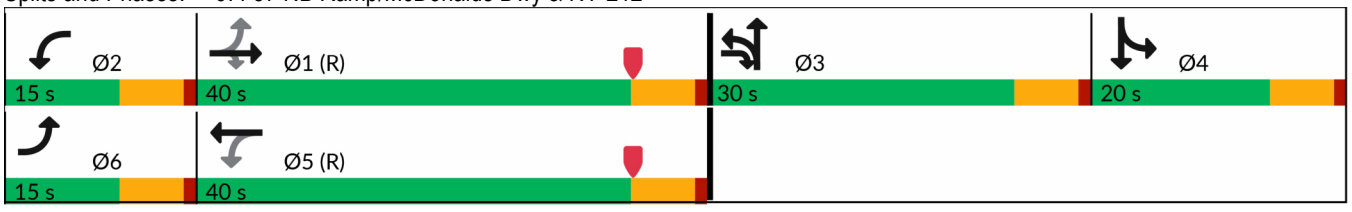


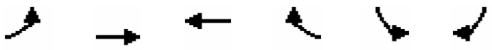
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	459	40	76	673	40	272	24	97	33	12	27
Future Volume (vph)	24	459	40	76	673	40	272	24	97	33	12	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.924			0.896	
Flt Protected	0.950			0.950			0.950	0.982		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3515	0	1665	1604	0	1752	1702	0
Flt Permitted	0.319			0.336			0.950	0.982		0.950		
Satd. Flow (perm)	606	1863	1615	614	3515	0	1665	1604	0	1752	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		6			45			29	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	26	488	43	81	716	43	289	26	103	35	13	29
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	26	488	43	81	759	0	214	204	0	35	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	57.7	53.3	79.1	61.6	56.9		18.5	18.5		6.7	6.7	
Actuated g/C Ratio	0.55	0.51	0.75	0.59	0.54		0.18	0.18		0.06	0.06	
v/c Ratio	0.06	0.51	0.03	0.18	0.39		0.72	0.63		0.31	0.30	
Control Delay (s/veh)	11.9	23.6	0.0	8.6	11.8		54.8	39.5		53.6	28.5	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.9	23.6	0.0	8.6	12.1		54.8	39.5		53.6	28.5	
LOS	B	C	A	A	B		D	D		D	C	
Approach Delay (s/veh)		21.3			11.8			47.4			40.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 23.6		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	589	781	0	2	8
Future Volume (vph)	0	589	781	0	2	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	1863	5085	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	1863	5085	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	614	814	0	2	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	614	814	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

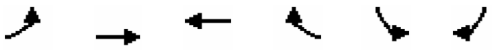
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	589	781	0	2	8
Future Vol, veh/h	0	589	781	0	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	614	814	0	2	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1427	407
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	170	512
Stage 1	0	-	-	0	326	-
Stage 2	0	-	-	0	528	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	170	512
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	528	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.16
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	365
HCM Lane V/C Ratio	-	-	0.029
HCM Control Delay (s/veh)	-	-	15.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	589	781	12	1	0
Future Volume (vph)	2	589	781	12	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	614	814	13	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	616	827	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.6%		ICU Level of Service A	
Analysis Period (min) 15			

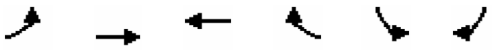
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	589	781	12	1	0
Future Vol, veh/h	2	589	781	12	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	614	814	13	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	826	0	-	0	1438	413
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	618	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	813	-	-	-	137	594
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	813	-	-	-	136	594
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	6	-	-	-	136
HCM Lane V/C Ratio	0.003	-	-	-	0.008
HCM Control Delay (s/veh)	9.4	0	-	-	31.6
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	577	754	7	4	39
Future Volume (vph)	13	577	754	7	4	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.877	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5073	3536	0	1491	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5073	3536	0	1491	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	14	601	785	7	4	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	615	792	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

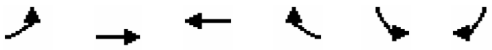
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	577	754	7	4	39
Future Vol, veh/h	13	577	754	7	4	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	14	601	785	7	4	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	793	0	-	0	1057	396
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	786	-	-	-	214	581
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	786	-	-	-	210	581
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.38	0	12.93
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	119	-	-	-	499
HCM Lane V/C Ratio	0.017	-	-	-	0.09
HCM Control Delay (s/veh)	9.7	0.2	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	580	754	0	0	7
Future Volume (vph)	0	580	754	0	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	611	794	0	0	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	611	794	0	0	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	580	754	0	0	7
Future Vol, veh/h	0	580	754	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	611	794	0	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	397
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	608
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	608
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.99
HCM LOS			B

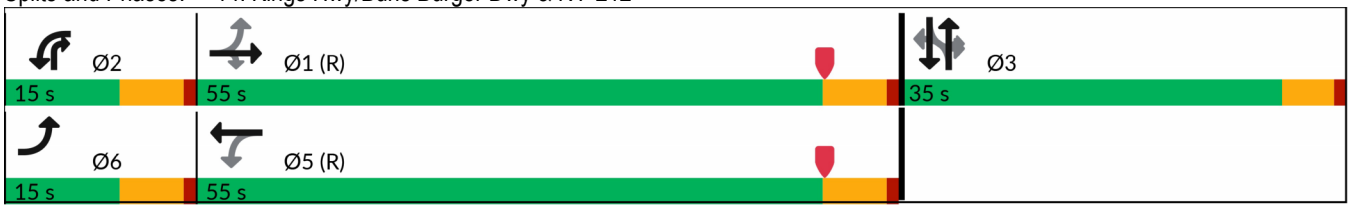
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	608
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s/veh)	-	-	11
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

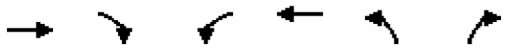
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	419	155	60	476	2	276	3	64	2	4	2
Future Volume (vph)	6	419	155	60	476	2	276	3	64	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.966	
Flt Protected	0.950				0.994			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3473	0	0	1742	1568	0	1813	0
Flt Permitted	0.439				0.840			0.723			0.942	
Satd. Flow (perm)	834	1881	1538	0	2935	0	0	1321	1568	0	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163		1				67		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	6	441	163	63	501	2	291	3	67	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	441	163	0	566	0	0	294	67	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	63.1	59.3	59.3		66.5			26.3	35.8		26.3	
Actuated g/C Ratio	0.60	0.56	0.56		0.63			0.25	0.34		0.25	
v/c Ratio	0.01	0.41	0.17		0.30			0.89	0.11		0.01	
Control Delay (s/veh)	8.3	11.3	2.2		6.1			66.3	5.7		24.2	
Queue Delay	0.0	0.2	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	8.3	11.6	2.2		6.4			66.3	5.7		24.2	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		9.1			6.4			55.1			24.3	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	482	3	11	530	8	11
Future Volume (vph)	482	3	11	530	8	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.922	
Flt Protected				0.999	0.979	
Satd. Flow (prot)	3536	0	0	3537	1626	0
Flt Permitted				0.999	0.979	
Satd. Flow (perm)	3536	0	0	3537	1626	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	502	3	11	552	8	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	505	0	0	563	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			

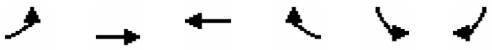
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	482	3	11	530	8	11
Future Vol, veh/h	482	3	11	530	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	502	3	11	552	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	505	0	803	253
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	1070	-	300	753
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1070	-	296	753
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	13.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	-	-	73	-
HCM Lane V/C Ratio	0.043	-	-	0.011	-
HCM Control Delay (s/veh)	13.2	-	-	8.4	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

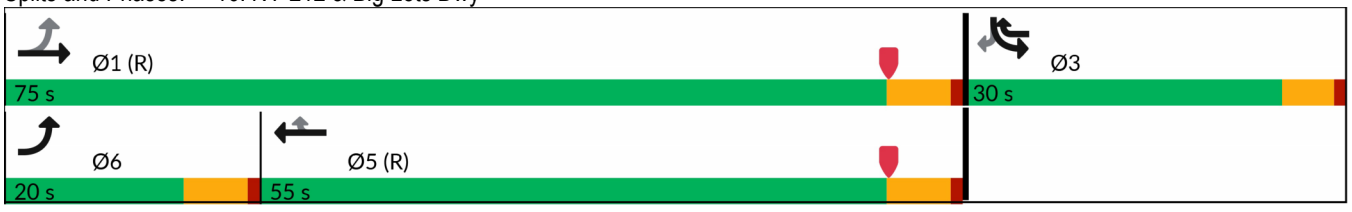


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	97	396	435	94	61	106
Future Volume (vph)	97	396	435	94	61	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.456				0.950	
Satd. Flow (perm)	849	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				97		109
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	100	408	448	97	63	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	408	448	97	63	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.8	85.8	74.1	88.3	8.2	8.2
Actuated g/C Ratio	0.82	0.82	0.71	0.84	0.08	0.08
v/c Ratio	0.13	0.26	0.17	0.07	0.45	0.48
Control Delay (s/veh)	1.9	1.9	5.7	0.4	56.0	16.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.9	2.2	5.7	0.4	56.0	16.1
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.2	4.8		30.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	452	5	29	525	2	3	0	63	1	0	1
Future Volume (vph)	0	452	5	29	525	2	3	0	63	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1878	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1878	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	520	6	33	603	2	3	0	72	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	33	605	0	0	75	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	452	5	29	525	2	3	0	63	1	0	1
Future Vol, veh/h	0	452	5	29	525	2	3	0	63	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	520	6	33	603	2	3	0	72	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	606	0	0	525	0	0	1193	1195	522	1191	1197	605
Stage 1	-	-	-	-	-	-	522	522	-	671	671	-
Stage 2	-	-	-	-	-	-	670	672	-	520	525	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	982	-	-	1036	-	-	165	188	547	166	188	502
Stage 1	-	-	-	-	-	-	541	534	-	449	458	-
Stage 2	-	-	-	-	-	-	450	457	-	543	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	1036	-	-	160	182	547	139	182	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	182	-	139	182	-
Stage 1	-	-	-	-	-	-	541	534	-	435	443	-
Stage 2	-	-	-	-	-	-	434	443	-	471	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.45	13.64	21.69
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	492	982	-	-	1036	-	-	218
HCM Lane V/C Ratio	0.154	-	-	-	0.032	-	-	0.011
HCM Control Delay (s/veh)	13.6	0	-	-	8.6	-	-	21.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0

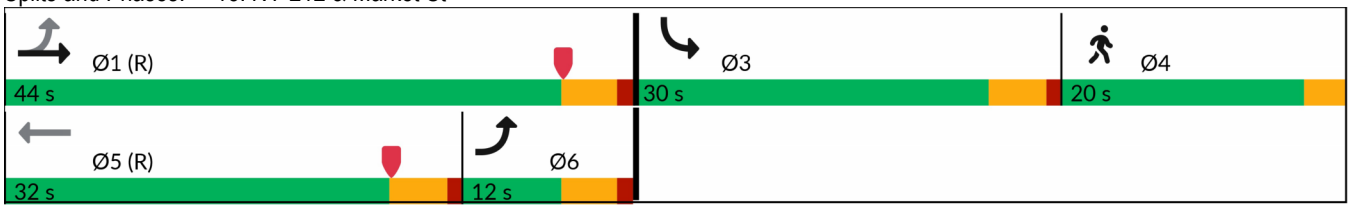


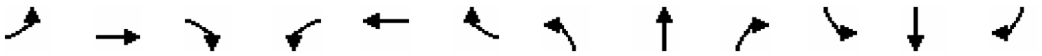
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	106	237	287	85	75	121	
Future Volume (vph)	106	237	287	85	75	121	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.969		0.916		
Flt Protected	0.950				0.981		
Satd. Flow (prot)	1687	1827	1756	0	1640	0	
Flt Permitted	0.492				0.981		
Satd. Flow (perm)	874	1827	1756	0	1640	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	109	244	296	88	77	125	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	109	244	384	0	202	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	68.1	68.1	58.5		15.9		
Actuated g/C Ratio	0.72	0.72	0.62		0.17		
v/c Ratio	0.15	0.18	0.35		0.72		
Control Delay (s/veh)	5.7	5.2	11.4		51.4		
Queue Delay	0.0	0.0	0.6		0.0		
Total Delay (s/veh)	5.7	5.2	12.0		51.4		
LOS	A	A	B		D		
Approach Delay (s/veh)		5.4	12.1		51.5		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 18.0		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





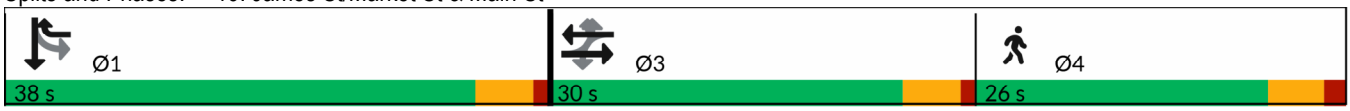
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	43	8	8	37	186	0	0	0	172	6	128
Future Volume (vph)	205	43	8	8	37	186	0	0	0	172	6	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.944	
Flt Protected		0.962			0.991						0.973	
Satd. Flow (prot)	0	1772	0	0	1809	1509	0	0	0	0	1684	0
Flt Permitted		0.737			0.933						0.973	
Satd. Flow (perm)	0	1358	0	0	1703	1509	0	0	0	0	1684	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	218	46	9	9	39	198	0	0	0	183	6	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	48	198	0	0	0	0	325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.3			16.3	42.0					15.2	
Actuated g/C Ratio		0.39			0.39	1.00					0.36	
v/c Ratio		0.51			0.07	0.13					0.53	
Control Delay (s/veh)		14.7			9.3	0.1					14.8	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		14.7			9.3	0.1					14.8	
LOS		B			A	A					B	
Approach Delay (s/veh)		14.7			2.0						14.9	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 42			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

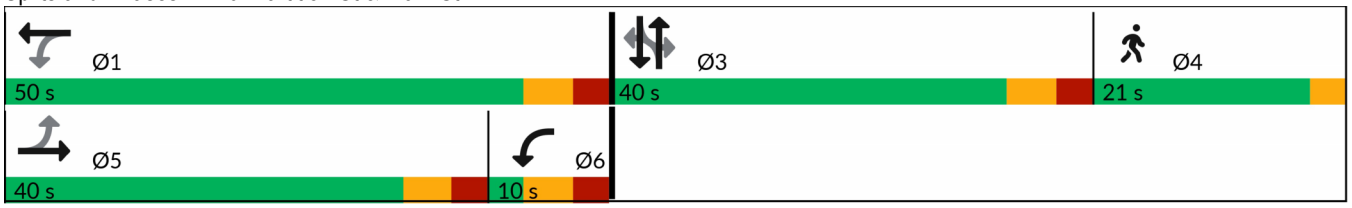
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	99	98	90	130	6	92	53	71	2	60	9
Future Volume (vph)	18	99	98	90	130	6	92	53	71	2	60	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.997			0.956			0.984	
Flt Protected		0.996			0.980			0.979			0.999	
Satd. Flow (prot)	0	1704	0	0	1735	0	0	1726	0	0	1868	0
Flt Permitted		0.952			0.771			0.828			0.989	
Satd. Flow (perm)	0	1629	0	0	1365	0	0	1460	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	19	104	103	95	137	6	97	56	75	2	63	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	238	0	0	228	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.0			14.0			14.7			14.7	
Actuated g/C Ratio		0.32			0.32			0.34			0.34	
v/c Ratio		0.42			0.53			0.45			0.11	
Control Delay (s/veh)		14.5			17.3			15.4			11.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		14.5			17.3			15.4			11.3	
LOS		B			B			B			B	
Approach Delay (s/veh)		14.5			17.3			15.5			11.3	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 43.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

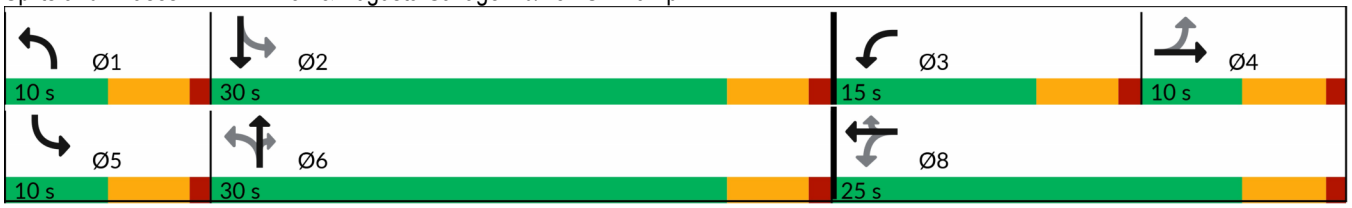
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	0	144	1	24	7	655	85	175	240	2
Future Volume (vph)	1	0	0	144	1	24	7	655	85	175	240	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850		0.999	
Flt Protected		0.950			0.953		0.950			0.950		
Satd. Flow (prot)	0	1805	0	0	1775	1495	1805	1863	1553	1736	1854	0
Flt Permitted		0.659			0.728		0.600			0.205		
Satd. Flow (perm)	0	1252	0	0	1356	1495	1140	1863	1553	375	1854	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			201		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	1	0	0	153	1	26	7	697	90	186	255	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	154	26	7	697	90	186	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		9.2			9.5	9.5	31.0	26.4	26.4	35.6	35.9	
Actuated g/C Ratio		0.17			0.18	0.18	0.58	0.49	0.49	0.67	0.67	
v/c Ratio		0.00			0.64	0.07	0.00	0.75	0.10	0.49	0.20	
Control Delay (s/veh)		18.0			33.6	0.3	4.7	21.1	0.2	10.6	7.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		18.0			33.6	0.3	4.7	21.1	0.2	10.6	7.1	
LOS		B			C	A	A	C	A	B	A	
Approach Delay (s/veh)		18.0			28.8			18.6			8.6	
Approach LOS		B			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 53.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 16.8		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	8	13	667	409	0
Future Volume (vph)	0	8	13	667	409	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	9	14	733	449	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	14	733	449	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	13	667	409	0
Future Vol, veh/h	0	8	13	667	409	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	9	14	733	449	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1211	449	449	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	203	614	1080	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	201	614	1080	-	-	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.95	0.16	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1080	-	614	-	-
HCM Lane V/C Ratio	0.013	-	0.014	-	-
HCM Control Delay (s/veh)	8.4	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	663	404	1
Future Volume (vph)	0	5	4	663	404	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	737	449	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	741	450	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

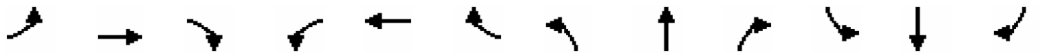
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	663	404	1
Future Vol, veh/h	0	5	4	663	404	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	737	449	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1195	449	450	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	208	614	1121	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	614	1121	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.92	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	614	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Control Delay (s/veh)	8.2	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	11	8	4	49	17	632	14	41	386	1
Future Volume (vph)	0	5	11	8	4	49	17	632	14	41	386	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.905			0.891			0.997				
Flt Protected					0.993			0.999			0.995	
Satd. Flow (prot)	0	1720	0	0	1626	0	0	1857	0	0	1854	0
Flt Permitted					0.993			0.999			0.995	
Satd. Flow (perm)	0	1720	0	0	1626	0	0	1857	0	0	1854	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	12	9	4	54	19	695	15	45	424	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	67	0	0	729	0	0	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	11	8	4	49	17	632	14	41	386	1
Future Vol, veh/h	0	5	11	8	4	49	17	632	14	41	386	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	13	0	2	0	2	0	2	2	0
Mvmt Flow	0	5	12	9	4	54	19	695	15	45	424	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1249	1262	425	1257	1255	702	425	0	0	710	0	0
Stage 1	515	515	-	740	740	-	-	-	-	-	-	-
Stage 2	734	747	-	517	515	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	151	171	634	140	173	438	1145	-	-	889	-	-
Stage 1	546	538	-	392	426	-	-	-	-	-	-	-
Stage 2	415	423	-	522	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	117	156	634	121	157	438	1145	-	-	889	-	-
Mov Cap-2 Maneuver	117	156	-	121	157	-	-	-	-	-	-	-
Stage 1	510	503	-	382	415	-	-	-	-	-	-	-
Stage 2	350	412	-	472	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.77	20.42	0.21	0.89
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	323	300	172	-	-
HCM Lane V/C Ratio	0.016	-	-	0.054	0.223	0.051	-	-
HCM Control Delay (s/veh)	8.2	0	-	16.8	20.4	9.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	94	0	550	131	1	334
Future Volume (vph)	94	0	550	131	1	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1811	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1811	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	101	0	591	141	1	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	0	732	0	0	360
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	0	550	131	1	334
Future Vol, veh/h	94	0	550	131	1	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	3	0	3
Mvmt Flow	101	0	591	141	1	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1023	662	0	0	732	0
Stage 1	662	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	261	465	-	-	882	-
Stage 1	513	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	465	-	-	882	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	27.29	0	0.03
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	5	-
HCM Lane V/C Ratio	-	-	0.388	0.001	-
HCM Control Delay (s/veh)	-	-	27.3	9.1	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	52	5	545	0	31	331	0
Future Volume (vph)	0	1	3	1	2	52	5	545	0	31	331	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.872							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1708	0	0	1624	0	0	1863	0	0	1822	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1708	0	0	1624	0	0	1863	0	0	1822	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	58	6	612	0	35	372	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	61	0	0	618	0	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	52	5	545	0	31	331	0
Future Vol, veh/h	0	1	3	1	2	52	5	545	0	31	331	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	58	6	612	0	35	372	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1066	1065	372	1066	1065	612	372	0	0	612	0	0
Stage 1	442	442	-	624	624	-	-	-	-	-	-	-
Stage 2	625	624	-	442	442	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	202	224	678	202	224	493	1198	-	-	916	-	-
Stage 1	599	580	-	477	481	-	-	-	-	-	-	-
Stage 2	476	481	-	598	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	212	678	189	212	493	1198	-	-	916	-	-
Mov Cap-2 Maneuver	166	212	-	189	212	-	-	-	-	-	-	-
Stage 1	570	552	-	473	478	-	-	-	-	-	-	-
Stage 2	415	478	-	566	552	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.31	14.09	0.07	0.78
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	438	457	154	-	-
HCM Lane V/C Ratio	0.005	-	-	0.01	0.135	0.038	-	-
HCM Control Delay (s/veh)	8	0	-	13.3	14.1	9.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	2	53	11	7	43
Future Volume (vph)	5	2	53	11	7	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.977			
Flt Protected	0.968					0.993
Satd. Flow (prot)	1255	0	1716	0	0	1809
Flt Permitted	0.968					0.993
Satd. Flow (perm)	1255	0	1716	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	6	3	68	14	9	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	82	0	0	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	53	11	7	43
Future Vol, veh/h	5	2	53	11	7	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	6	3	68	14	9	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	148	75	0	0	82	0
Stage 1	75	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	725	992	-	-	1528	-
Stage 1	820	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	992	-	-	1528	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.66	0	1.03
HCM LOS	A		

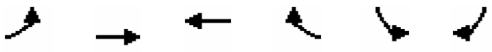
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	782	252	-
HCM Lane V/C Ratio	-	-	0.011	0.006	-
HCM Control Delay (s/veh)	-	-	9.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	6.4	10.5	0.7	0.5	4.1
Stop Delay (hr)	0.0	0.9	0.0	0.0	1.0
Stop Del/Veh (s)	5.4	8.2	0.2	0.2	2.9

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	42	67	10	37
Average Queue (ft)	8	53	1	3
95th Queue (ft)	30	61	7	19
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	0	47	0	0
Queuing Penalty (veh)	1	84	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	172	153	81	85	25
Future Volume (vph)	18	172	153	81	85	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.953			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1830	1781	0	1805	1615
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1830	1781	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	19	185	165	87	91	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	204	252	0	91	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	172	153	81	85	25
Future Vol, veh/h	18	172	153	81	85	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	19	185	165	87	91	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	252	0	-	0	432	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1291	-	-	-	585	837
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1291	-	-	-	575	837
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.74	0	11.76
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	171	-	-	-	575	837
HCM Lane V/C Ratio	0.015	-	-	-	0.159	0.032
HCM Control Delay (s/veh)	7.8	0	-	-	12.4	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	283	15	14	276	13	12
Future Volume (vph)	283	15	14	276	13	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.937	
Flt Protected				0.998	0.974	
Satd. Flow (prot)	1840	0	0	1847	1734	0
Flt Permitted				0.998	0.974	
Satd. Flow (perm)	1840	0	0	1847	1734	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	318	17	16	310	15	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	335	0	0	326	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

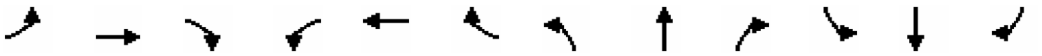
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	283	15	14	276	13	12
Future Vol, veh/h	283	15	14	276	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	318	17	16	310	15	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	335	0	668	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1155	-	426	719
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1155	-	419	719
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	87	-
HCM Lane V/C Ratio	0.054	-	-	0.014	-
HCM Control Delay (s/veh)	12.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

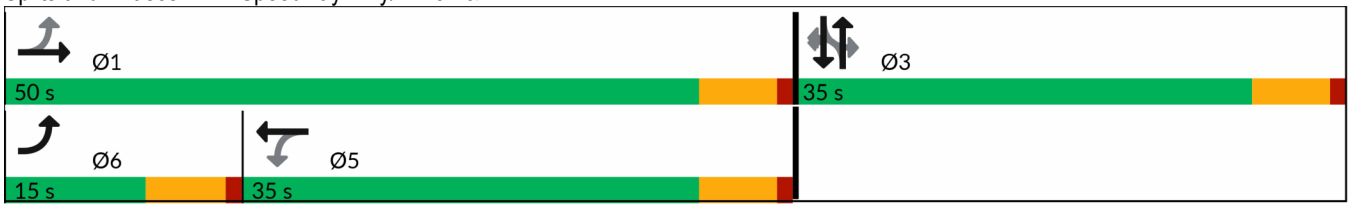


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	227	6	3	251	422	4	25	6	278	26	60
Future Volume (vph)	46	227	6	3	251	422	4	25	6	278	26	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.977				0.850
Flt Protected	0.950				0.999			0.994			0.956	
Satd. Flow (prot)	1736	1874	0	0	1880	1599	0	1845	0	0	1784	1583
Flt Permitted	0.396				0.995			0.958			0.718	
Satd. Flow (perm)	723	1874	0	0	1872	1599	0	1778	0	0	1340	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				440		6				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	48	236	6	3	261	440	4	26	6	290	27	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	242	0	0	264	440	0	36	0	0	317	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	21.4	21.4			14.7	53.6		18.6			18.6	18.6
Actuated g/C Ratio	0.40	0.40			0.27	1.00		0.35			0.35	0.35
v/c Ratio	0.11	0.32			0.51	0.27		0.05			0.68	0.10
Control Delay (s/veh)	10.9	12.3			23.9	0.4		13.0			25.6	1.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	10.9	12.3			23.9	0.4		13.0			25.6	1.1
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		12.1			9.3			13.1			21.6	
Approach LOS		B			A			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 53.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 13.3		Intersection LOS: B	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	543	8	16	712	4	10
Future Volume (vph)	543	8	16	712	4	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.998				0.901	
Flt Protected				0.999	0.987	
Satd. Flow (prot)	1878	0	0	3571	1482	0
Flt Permitted				0.999	0.987	
Satd. Flow (perm)	1878	0	0	3571	1482	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	590	9	17	774	4	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	599	0	0	791	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

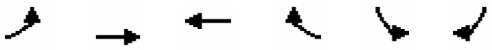
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	543	8	16	712	4	10
Future Vol, veh/h	543	8	16	712	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	590	9	17	774	4	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	599	0	1016	595
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	988	-	218	485
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	988	-	213	485
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.37	15.59
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	79	-
HCM Lane V/C Ratio	0.043	-	-	0.018	-
HCM Control Delay (s/veh)	15.6	-	-	8.7	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	553	726	3	4	2
Future Volume (vph)	0	553	726	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3536	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3536	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	608	798	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	608	801	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

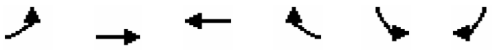
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	553	726	3	4	2
Future Vol, veh/h	0	553	726	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	608	798	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	801	0	-	0	1407	401
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	831	-	-	-	143	605
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	143	605
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	24.42
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	192
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Control Delay (s/veh)	0	-	-	-	24.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	557	675	0	3	54
Future Volume (vph)	0	557	675	0	3	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.872	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1653	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1653	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	605	734	0	3	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	605	734	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

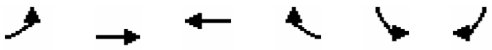
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	557	675	0	3	54
Future Vol, veh/h	0	557	675	0	3	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	605	734	0	3	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	976	367
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	285	636
Stage 1	0	-	-	0	429	-
Stage 2	0	-	-	0	743	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	285	636
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	743	-

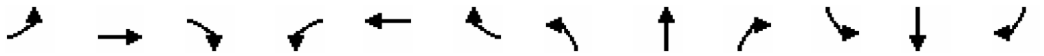
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.72
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	597
HCM Lane V/C Ratio	-	-	0.104
HCM Control Delay (s/veh)	-	-	11.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	551	674	37	0	0
Future Volume (vph)	9	551	674	37	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.992			
Flt Protected		0.999				
Satd. Flow (prot)	0	5033	3514	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5033	3514	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	10	599	733	40	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	609	773	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			

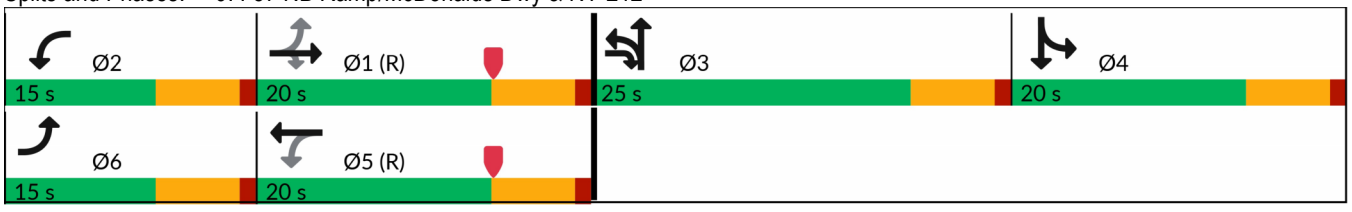


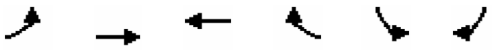
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	486	44	67	488	60	171	7	64	39	7	52
Future Volume (vph)	21	486	44	67	488	60	171	7	64	39	7	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.983			0.918			0.867	
Flt Protected	0.950			0.950			0.950	0.981		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3456	0	1618	1588	0	1805	1647	0
Flt Permitted	0.437			0.280			0.950	0.981		0.950		
Satd. Flow (perm)	830	1863	1482	532	3456	0	1618	1588	0	1805	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		14			67			54	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	506	46	70	508	63	178	7	67	41	7	54
Shared Lane Traffic (%)							27%					
Lane Group Flow (vph)	22	506	46	70	571	0	130	122	0	41	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	40.0	35.9	55.0	44.2	41.2		11.9	11.9		6.4	6.4	
Actuated g/C Ratio	0.50	0.45	0.69	0.55	0.52		0.15	0.15		0.08	0.08	
v/c Ratio	0.04	0.60	0.04	0.17	0.31		0.54	0.41		0.28	0.33	
Control Delay (s/veh)	11.1	26.0	0.0	11.6	14.9		39.2	19.1		39.0	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.1	26.0	0.0	11.6	14.9		39.2	19.1		39.0	17.4	
LOS	B	C	A	B	B		D	B		D	B	
Approach Delay (s/veh)		23.4			14.6			29.5			26.1	
Approach LOS		C			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	589	608	0	3	7
Future Volume (vph)	0	589	608	0	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	0	1845	5085	0	1692	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1845	5085	0	1692	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	654	676	0	3	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	654	676	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

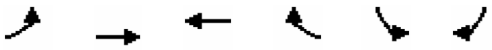
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	589	608	0	3	7
Future Vol, veh/h	0	589	608	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	654	676	0	3	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1330	338
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	654	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	192	566
Stage 1	0	-	-	0	395	-
Stage 2	0	-	-	0	506	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	192	566
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.39
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	357
HCM Lane V/C Ratio	-	-	0.031
HCM Control Delay (s/veh)	-	-	15.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	587	608	10	1	0
Future Volume (vph)	5	587	608	10	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	652	676	11	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	658	687	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

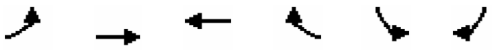
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	587	608	10	1	0
Future Vol, veh/h	5	587	608	10	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	652	676	11	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	687	0	-	0	1344	343
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	663	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	917	-	-	-	157	658
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	917	-	-	-	155	658
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.08	0	28.36
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	155
HCM Lane V/C Ratio	0.006	-	-	-	0.007
HCM Control Delay (s/veh)	9	0	-	-	28.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	577	599	1	4	19
Future Volume (vph)	11	577	599	1	4	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.887	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	5034	3539	0	1672	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	5034	3539	0	1672	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	12	641	666	1	4	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	653	667	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

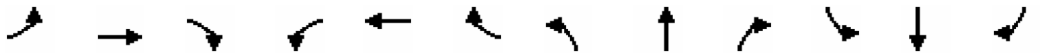
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	577	599	1	4	19
Future Vol, veh/h	11	577	599	1	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	12	641	666	1	4	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	667	0	-	0	947	333
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	932	-	-	-	296	668
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	932	-	-	-	292	668
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	11.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	101	-	-	-	546
HCM Lane V/C Ratio	0.013	-	-	-	0.047
HCM Control Delay (s/veh)	8.9	0.1	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

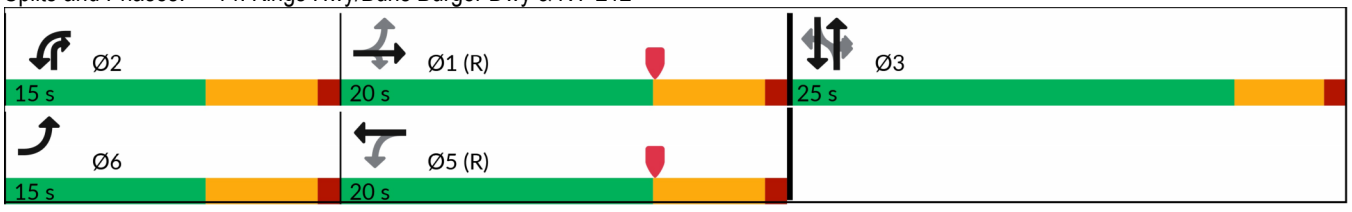


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	404	171	59	452	1	146	0	45	3	0	2
Future Volume (vph)	6	404	171	59	452	1	146	0	45	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.994			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3549	0	0	1736	1553	0	1745	0
Flt Permitted	0.444				0.863			0.754			0.831	
Satd. Flow (perm)	844	1881	1568	0	3081	0	0	1378	1553	0	1494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			186						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	7	439	186	64	491	1	159	0	49	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	439	186	0	556	0	0	159	49	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	36.4	34.7	34.7		39.8			11.3	18.7		11.3	
Actuated g/C Ratio	0.61	0.58	0.58		0.66			0.19	0.31		0.19	
v/c Ratio	0.01	0.40	0.18		0.26			0.61	0.09		0.01	
Control Delay (s/veh)	6.1	13.0	3.0		6.3			31.7	3.6		0.0	
Queue Delay	0.0	0.0	0.0		0.1			0.0	0.0		0.0	
Total Delay (s/veh)	6.1	13.0	3.0		6.5			31.7	3.6		0.0	
LOS	A	B	A		A			C	A		A	
Approach Delay (s/veh)		10.0			6.5			25.2				
Approach LOS		A			A			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 10.8		Intersection LOS: B	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	450	2	15	509	3	11
Future Volume (vph)	450	2	15	509	3	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.892	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3571	0	0	3538	1565	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3571	0	0	3538	1565	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	484	2	16	547	3	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	486	0	0	563	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

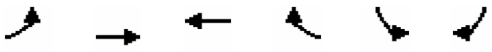
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	2	15	509	3	11
Future Vol, veh/h	450	2	15	509	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	484	2	16	547	3	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	791	243
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1087	-	331	737
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	325	737
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.37	11.38
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	580	-	-	103	-
HCM Lane V/C Ratio	0.026	-	-	0.015	-
HCM Control Delay (s/veh)	11.4	-	-	8.4	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

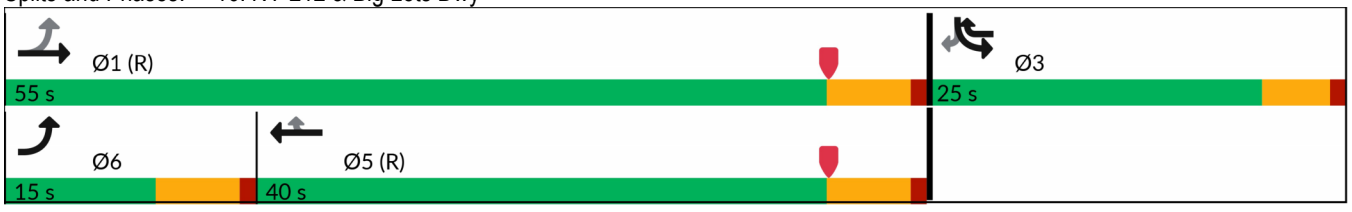


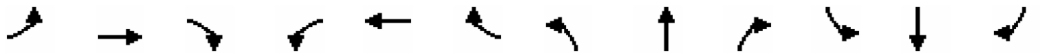
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	52	409	454	75	46	70
Future Volume (vph)	52	409	454	75	46	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.425				0.950	
Satd. Flow (perm)	808	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				82		76
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	57	445	493	82	50	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	445	493	82	50	76
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	58.4	70.1	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.73	0.88	0.09	0.09
v/c Ratio	0.08	0.28	0.19	0.05	0.32	0.36
Control Delay (s/veh)	2.6	3.1	5.5	0.5	39.5	14.0
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	4.2	5.5	0.5	39.5	14.0
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.1	4.8		24.2	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 6.5		Intersection LOS: A	
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	452	3	17	525	0	4	0	36	0	0	0
Future Volume (vph)	0	452	3	17	525	0	4	0	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878				
Flt Protected				0.950				0.995				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.995				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	491	3	18	571	0	4	0	39	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	494	0	18	571	0	0	43	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	452	3	17	525	0	4	0	36	0	0	0
Future Vol, veh/h	0	452	3	17	525	0	4	0	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	491	3	18	571	0	4	0	39	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	495	0	0	1101	1101	493	1099	1102	571
Stage 1	-	-	-	-	-	-	493	493	-	608	608	-
Stage 2	-	-	-	-	-	-	608	608	-	491	495	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1012	-	-	1080	-	-	191	214	580	192	213	524
Stage 1	-	-	-	-	-	-	562	550	-	486	489	-
Stage 2	-	-	-	-	-	-	486	489	-	563	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1080	-	-	188	210	580	176	210	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	210	-	176	210	-
Stage 1	-	-	-	-	-	-	562	550	-	478	481	-
Stage 2	-	-	-	-	-	-	478	481	-	525	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.26	13.25	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	480	1012	-	-	1080	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	0.017	-	-	-
HCM Control Delay (s/veh)	13.2	0	-	-	8.4	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

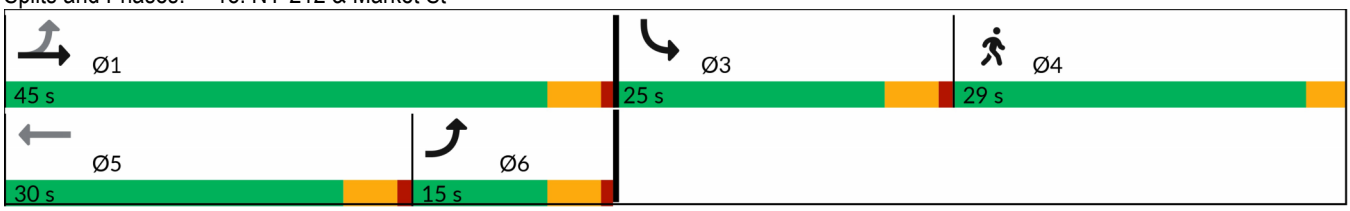


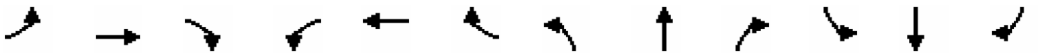
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	80	280	267	81	67	84	
Future Volume (vph)	80	280	267	81	67	84	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.969		0.925		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1787	1881	1841	0	1719	0	
Flt Permitted	0.484				0.978		
Satd. Flow (perm)	910	1881	1841	0	1719	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	85	298	284	86	71	89	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	85	298	370	0	160	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.0	40.0	28.2		9.8		
Actuated g/C Ratio	0.67	0.67	0.47		0.16		
v/c Ratio	0.11	0.23	0.42		0.56		
Control Delay (s/veh)	4.8	4.9	14.6		31.2		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	4.8	4.9	14.6		31.2		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.9	14.7		31.2		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 59.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





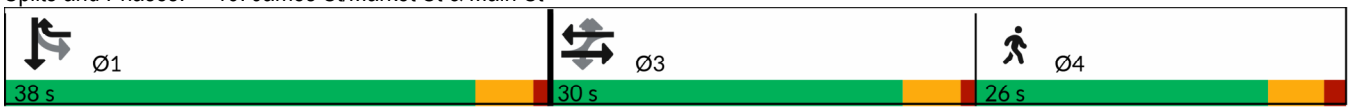
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	29	6	1	30	196	0	0	0	211	10	112
Future Volume (vph)	167	29	6	1	30	196	0	0	0	211	10	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.955	
Flt Protected		0.960			0.998						0.969	
Satd. Flow (prot)	0	1762	0	0	1843	1568	0	0	0	0	1747	0
Flt Permitted		0.741			0.991						0.969	
Satd. Flow (perm)	0	1360	0	0	1830	1568	0	0	0	0	1747	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	170	30	6	1	31	200	0	0	0	215	10	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	206	0	0	32	200	0	0	0	0	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.9			13.9	40.9					16.7	
Actuated g/C Ratio		0.34			0.34	1.00					0.41	
v/c Ratio		0.44			0.05	0.12					0.47	
Control Delay (s/veh)		14.4			9.9	0.1					11.8	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		14.4			9.9	0.1					11.8	
LOS		B			A	A					B	
Approach Delay (s/veh)		14.4			1.5						11.9	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 40.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

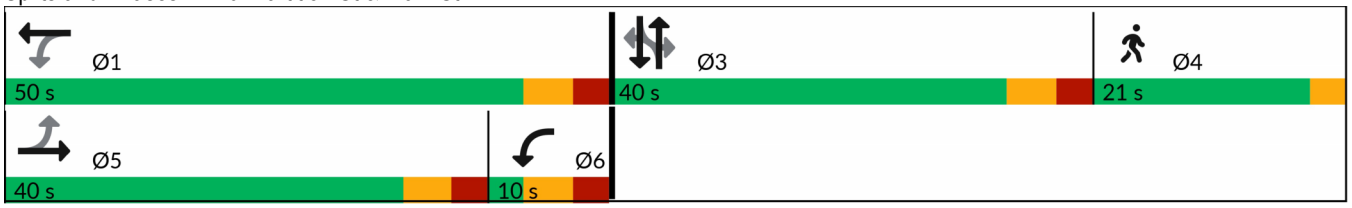
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	87	140	93	111	8	91	65	78	4	46	25
Future Volume (vph)	13	87	140	93	111	8	91	65	78	4	46	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.995			0.955			0.954	
Flt Protected		0.997			0.978			0.981			0.997	
Satd. Flow (prot)	0	1738	0	0	1841	0	0	1760	0	0	1807	0
Flt Permitted		0.972			0.765			0.839			0.977	
Satd. Flow (perm)	0	1695	0	0	1440	0	0	1506	0	0	1771	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	13	89	143	95	113	8	93	66	80	4	47	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	0	216	0	0	239	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.2			13.2			14.5			14.5	
Actuated g/C Ratio		0.31			0.31			0.35			0.35	
v/c Ratio		0.46			0.47			0.46			0.12	
Control Delay (s/veh)		15.1			16.0			14.8			10.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.1			16.0			14.8			10.8	
LOS		B			B			B			B	
Approach Delay (s/veh)		15.1			16.1			14.8			10.9	
Approach LOS		B			B			B			B	

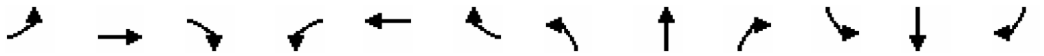
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 42			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

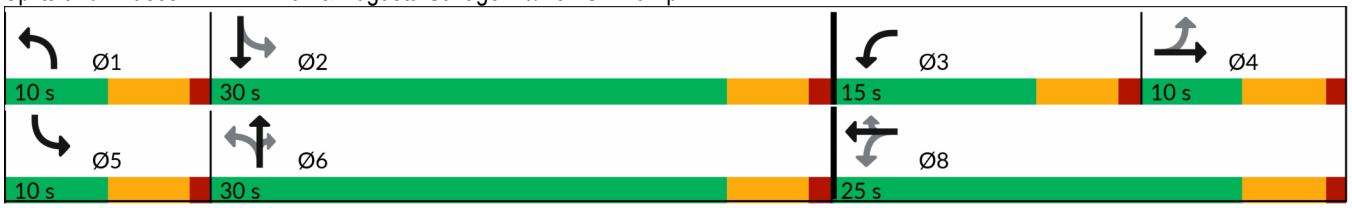


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	2	85	3	30	4	336	75	212	400	2
Future Volume (vph)	1	1	2	85	3	30	4	336	75	212	400	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932				0.850			0.850		0.999	
Flt Protected		0.988			0.954		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1778	1553	1805	1810	1553	1752	1825	0
Flt Permitted		0.885			0.803		0.513			0.422		
Satd. Flow (perm)	0	1567	0	0	1497	1553	975	1810	1553	778	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				117			201			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	1	1	2	90	3	32	4	357	80	226	426	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	93	32	4	357	80	226	428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		7.3			7.7	7.7	21.0	16.2	16.2	26.1	28.1	
Actuated g/C Ratio		0.18			0.19	0.19	0.53	0.41	0.41	0.66	0.71	
v/c Ratio		0.01			0.31	0.08	0.00	0.48	0.10	0.35	0.33	
Control Delay (s/veh)		13.5			18.5	0.4	4.7	13.3	0.2	6.2	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		13.5			18.5	0.4	4.7	13.3	0.2	6.2	7.5	
LOS		B			B	A	A	B	A	A	A	
Approach Delay (s/veh)		13.5			13.9			10.9			7.1	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 39.7			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	363	609	3
Future Volume (vph)	0	5	4	363	609	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.999	
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1898	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	374	628	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	374	631	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	363	609	3
Future Vol, veh/h	0	5	4	363	609	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	374	628	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1012	629	631	0	-	0
Stage 1	629	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	267	486	961	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	266	486	961	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.49	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	486	-	-
HCM Lane V/C Ratio	0.004	-	0.011	-	-
HCM Control Delay (s/veh)	8.8	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	361	612	0
Future Volume (vph)	0	0	2	361	612	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	376	638	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	378	638	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

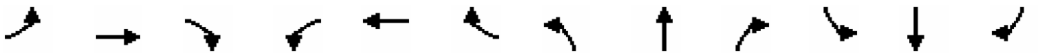
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	361	612	0
Future Vol, veh/h	0	0	2	361	612	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	376	638	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1018	638	638	0	-	0
Stage 1	638	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	265	481	956	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	265	481	956	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s/veh)	8.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	5	12	3	26	10	335	16	52	595	1
Future Volume (vph)	1	10	5	12	3	26	10	335	16	52	595	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.914			0.994				
Flt Protected		0.997			0.985			0.999			0.996	
Satd. Flow (prot)	0	1813	0	0	1671	0	0	1831	0	0	1837	0
Flt Permitted		0.997			0.985			0.999			0.996	
Satd. Flow (perm)	0	1813	0	0	1671	0	0	1831	0	0	1837	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	12	6	14	3	30	12	390	19	60	692	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	47	0	0	421	0	0	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	10	5	12	3	26	10	335	16	52	595	1
Future Vol, veh/h	1	10	5	12	3	26	10	335	16	52	595	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	8	0	0	0	3	6	3	3	0
Mvmt Flow	1	12	6	14	3	30	12	390	19	60	692	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1228	1245	692	1241	1236	399	693	0	0	408	0	0
Stage 1	813	813	-	422	422	-	-	-	-	-	-	-
Stage 2	415	431	-	819	814	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	156	176	447	148	178	655	912	-	-	1145	-	-
Stage 1	375	395	-	598	592	-	-	-	-	-	-	-
Stage 2	619	586	-	361	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	158	447	122	160	655	912	-	-	1145	-	-
Mov Cap-2 Maneuver	131	158	-	122	160	-	-	-	-	-	-	-
Stage 1	343	361	-	588	582	-	-	-	-	-	-	-
Stage 2	577	576	-	315	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.43	21.79	0.25	0.67
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	49	-	-	195	262	144	-	-
HCM Lane V/C Ratio	0.013	-	-	0.096	0.182	0.053	-	-
HCM Control Delay (s/veh)	9	0	-	25.4	21.8	8.3	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	0	296	66	3	591
Future Volume (vph)	57	0	296	66	3	591
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.975			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1828	0	0	1881
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1828	0	0	1881
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	59	0	308	69	3	616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	377	0	0	619
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

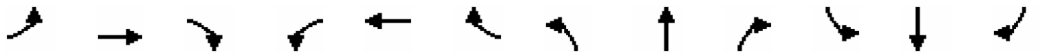
Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	0	296	66	3	591
Future Vol, veh/h	57	0	296	66	3	591
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	92	96
Heavy Vehicles, %	2	0	1	3	0	1
Mvmt Flow	59	0	308	69	3	616

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	965	343	0	0	377	0
Stage 1	343	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	283	705	-	-	1192	-
Stage 1	719	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	282	705	-	-	1192	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	533	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	21.16	0	0.04
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	282	9	-
HCM Lane V/C Ratio	-	-	0.211	0.003	-
HCM Control Delay (s/veh)	-	-	21.2	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	35	2	294	0	32	593	0
Future Volume (vph)	0	0	1	0	1	35	2	294	0	32	593	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.997	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1874	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1874	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	38	2	316	0	34	638	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	39	0	0	318	0	0	672	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	0	1	35	2	294	0	32	593	0
Future Vol, veh/h	0	0	1	0	1	35	2	294	0	32	593	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	38	2	316	0	34	638	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1027	1027	638	1027	1027	316	638	0	0	316	0	0
Stage 1	706	706	-	320	320	-	-	-	-	-	-	-
Stage 2	321	320	-	706	706	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	214	236	480	215	236	729	956	-	-	1238	-	-
Stage 1	430	441	-	696	656	-	-	-	-	-	-	-
Stage 2	695	656	-	430	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	226	480	204	226	729	956	-	-	1238	-	-
Mov Cap-2 Maneuver	193	226	-	204	226	-	-	-	-	-	-	-
Stage 1	411	422	-	694	654	-	-	-	-	-	-	-
Stage 2	656	654	-	410	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.51	10.56	0.06	0.41
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	480	686	92	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.056	0.028	-	-
HCM Control Delay (s/veh)	8.8	0	-	12.5	10.6	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	1	43	12	2	42
Future Volume (vph)	7	1	43	12	2	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985		0.970			
Flt Protected	0.957					0.998
Satd. Flow (prot)	1791	0	1784	0	0	1809
Flt Permitted	0.957					0.998
Satd. Flow (perm)	1791	0	1784	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	8	1	49	14	2	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	63	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	1	43	12	2	42
Future Vol, veh/h	7	1	43	12	2	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	8	1	49	14	2	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	56	0	0	63	0
Stage 1	56	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	893	1016	-	-	1552	-
Stage 1	971	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	891	1016	-	-	1552	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.02	0	0.33
HCM LOS	A		

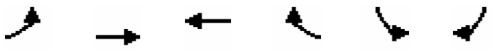
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	82	-
HCM Lane V/C Ratio	-	-	0.01	0.001	-
HCM Control Delay (s/veh)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	5.2	10.1	0.9	0.5	4.4
Stop Delay (hr)	0.0	0.9	0.0	0.0	1.0
Stop Del/Veh (s)	4.0	7.8	0.2	0.2	3.1

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	40	71	24	34
Average Queue (ft)	4	53	1	3
95th Queue (ft)	24	61	9	17
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	0	46		0
Queuing Penalty (veh)	1	86		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	32	157	119	79	90	29
Future Volume (vph)	32	157	119	79	90	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.946			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	1869	1759	0	1787	1553
Flt Permitted		0.992			0.950	
Satd. Flow (perm)	0	1869	1759	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	33	162	123	81	93	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	195	204	0	93	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

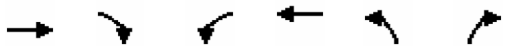
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	157	119	79	90	29
Future Vol, veh/h	32	157	119	79	90	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	33	162	123	81	93	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	204	0	-	0	391	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1380	-	-	-	615	876
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1380	-	-	-	599	876
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.3	0	11.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	305	-	-	-	599	876
HCM Lane V/C Ratio	0.024	-	-	-	0.155	0.034
HCM Control Delay (s/veh)	7.7	0	-	-	12.1	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	260	13	10	227	16	9
Future Volume (vph)	260	13	10	227	16	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.953	
Flt Protected				0.998	0.968	
Satd. Flow (prot)	1855	0	0	1871	1627	0
Flt Permitted				0.998	0.968	
Satd. Flow (perm)	1855	0	0	1871	1627	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	271	14	10	236	17	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	0	0	246	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	13	10	227	16	9
Future Vol, veh/h	260	13	10	227	16	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	271	14	10	236	17	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	284	0	535	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1233	-	499	740
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	494	740
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.34	11.72
HCM LOS			B

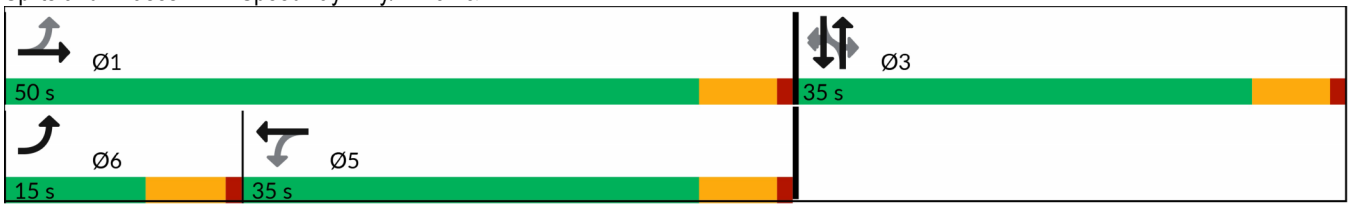
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	562	-	-	76	-
HCM Lane V/C Ratio	0.046	-	-	0.008	-
HCM Control Delay (s/veh)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	212	6	10	164	420	3	34	4	297	32	49
Future Volume (vph)	40	212	6	10	164	420	3	34	4	297	32	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.987				0.850
Flt Protected	0.950				0.997			0.997			0.957	
Satd. Flow (prot)	1626	1892	0	0	1859	1615	0	1780	0	0	1802	1553
Flt Permitted	0.398				0.964			0.973			0.716	
Satd. Flow (perm)	681	1892	0	0	1798	1615	0	1737	0	0	1348	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				442		4				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	42	223	6	11	173	442	3	36	4	313	34	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	229	0	0	184	442	0	43	0	0	347	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	17.0	17.0			12.9	49.6		19.3			19.3	19.3
Actuated g/C Ratio	0.34	0.34			0.26	1.00		0.39			0.39	0.39
v/c Ratio	0.10	0.35			0.39	0.27		0.06			0.66	0.07
Control Delay (s/veh)	12.3	14.1			22.3	0.4		11.1			21.1	0.2
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	12.3	14.1			22.3	0.4		11.1			21.1	0.2
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		13.9			6.9			11.1			18.4	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 49.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 11.9		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	551	2	11	610	1	17
Future Volume (vph)	551	2	11	610	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.872	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	574	2	11	635	1	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	576	0	0	646	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

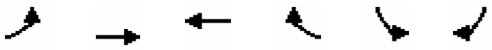
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	551	2	11	610	1	17
Future Vol, veh/h	551	2	11	610	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	574	2	11	635	1	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	576	0	916	575
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1007	-	290	521
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1007	-	286	521
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	499	-	-	64	-
HCM Lane V/C Ratio	0.038	-	-	0.011	-
HCM Control Delay (s/veh)	12.5	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	568	621	5	1	0
Future Volume (vph)	0	568	621	5	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	598	654	5	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	598	659	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

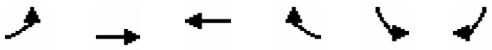
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	568	621	5	1	0
Future Vol, veh/h	0	568	621	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	598	654	5	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	659	0	-	0	1254	329
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	598	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	939	-	-	-	179	672
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	179	672
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	25.28
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	179
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s/veh)	0	-	-	-	25.3
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	568	580	0	11	46
Future Volume (vph)	0	568	580	0	11	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	604	617	0	12	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	604	617	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.6%		ICU Level of Service A	
Analysis Period (min) 15			

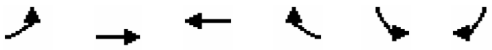
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	568	580	0	11	46
Future Vol, veh/h	0	568	580	0	11	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	604	617	0	12	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	859	309
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	333	693
Stage 1	0	-	-	0	491	-
Stage 2	0	-	-	0	743	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	333	693
Mov Cap-2 Maneuver	-	-	-	-	333	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	743	-

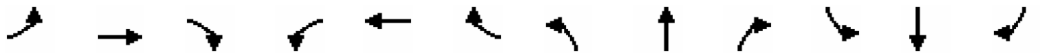
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.02
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	573
HCM Lane V/C Ratio	-	-	0.106
HCM Control Delay (s/veh)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	579	580	30	0	0
Future Volume (vph)	0	579	580	30	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.993			
Flt Protected						
Satd. Flow (prot)	0	5136	3551	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3551	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	616	617	32	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	616	649	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

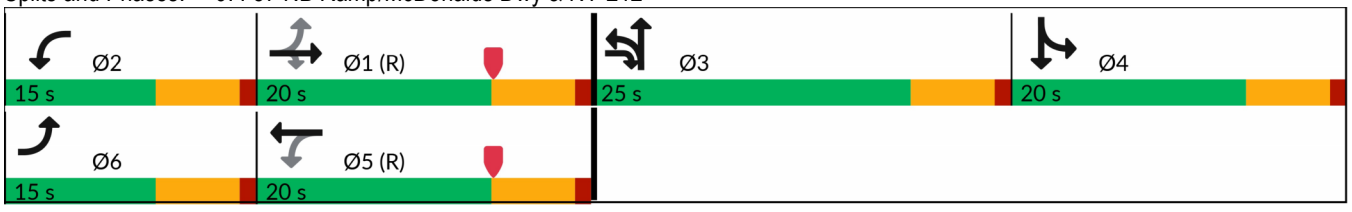


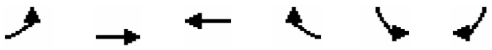
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	457	67	51	420	50	139	12	50	47	5	51
Future Volume (vph)	55	457	67	51	420	50	139	12	50	47	5	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.923			0.863	
Flt Protected	0.950			0.950			0.950	0.982		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3521	0	1698	1630	0	1805	1640	0
Flt Permitted	0.461			0.373			0.950	0.982		0.950		
Satd. Flow (perm)	876	1881	1615	709	3521	0	1698	1630	0	1805	1640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		14			52			53	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	57	471	69	53	433	52	143	12	52	48	5	53
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	57	471	69	53	485	0	106	101	0	48	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	45.9	43.2	57.2	45.8	43.2		10.5	10.5		6.7	6.7	
Actuated g/C Ratio	0.57	0.54	0.72	0.57	0.54		0.13	0.13		0.08	0.08	
v/c Ratio	0.10	0.46	0.05	0.10	0.25		0.47	0.39		0.31	0.31	
Control Delay (s/veh)	10.4	20.4	0.4	10.5	15.2		38.5	21.1		39.4	16.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.4	20.4	0.4	10.5	15.2		38.5	21.1		39.4	16.2	
LOS	B	C	A	B	B		D	C		D	B	
Approach Delay (s/veh)		17.2			14.7			30.0			26.7	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 18.8		Intersection LOS: B	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	554	518	0	4	3
Future Volume (vph)	0	554	518	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	571	534	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	571	534	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

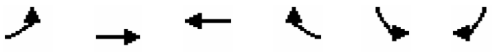
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↱	
Traffic Vol, veh/h	0	554	518	0	4	3
Future Vol, veh/h	0	554	518	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	571	534	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1105	267
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	256	628
Stage 1	0	-	-	0	480	-
Stage 2	0	-	-	0	552	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	256	628
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.72
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	343
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s/veh)	-	-	15.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	554	518	4	0	0
Future Volume (vph)	4	554	518	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	571	534	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	575	538	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

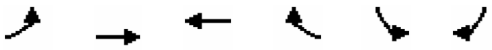
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	554	518	4	0	0
Future Vol, veh/h	4	554	518	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	571	534	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	538	0	-	0	1115	269
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1040	-	-	-	218	735
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1040	-	-	-	217	735
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	13	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	8.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	544	508	9	1	14
Future Volume (vph)	10	544	508	9	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.873	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1654	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1654	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	11	573	535	9	1	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	584	544	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

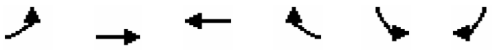
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	544	508	9	1	14
Future Vol, veh/h	10	544	508	9	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	11	573	535	9	1	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	544	0	-	0	790	272
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	1035	-	-	-	364	732
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	360	732
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	10.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	97	-	-	-	685
HCM Lane V/C Ratio	0.01	-	-	-	0.023
HCM Control Delay (s/veh)	8.5	0.1	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	545	509	0	0	8
Future Volume (vph)	0	545	509	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	592	553	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	553	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

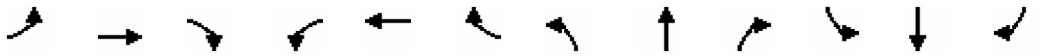
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	545	509	0	0	8
Future Vol, veh/h	0	545	509	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	592	553	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	277
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	727
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	727
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.01
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	727
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s/veh)	-	-	10
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

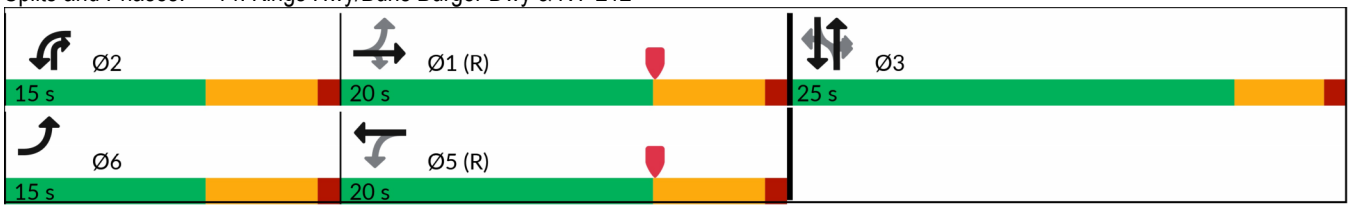


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	373	161	43	361	5	146	1	42	3	1	2
Future Volume (vph)	11	373	161	43	361	5	146	1	42	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.495				0.885			0.724			0.855	
Satd. Flow (perm)	940	1881	1615	0	3161	0	0	1349	1615	0	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175		2				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	12	405	175	47	392	5	159	1	46	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	405	175	0	444	0	0	160	46	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	36.3	34.6	34.6		39.6			11.5	18.8		11.5	
Actuated g/C Ratio	0.61	0.58	0.58		0.66			0.19	0.31		0.19	
v/c Ratio	0.01	0.37	0.17		0.21			0.62	0.08		0.02	
Control Delay (s/veh)	6.1	12.8	3.0		5.9			32.0	3.3		14.8	
Queue Delay	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.1	12.8	3.0		5.9			32.0	3.3		14.8	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		9.8			6.0			25.6			14.8	
Approach LOS		A			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	413	5	15	406	3	13
Future Volume (vph)	413	5	15	406	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.889	
Flt Protected				0.998	0.991	
Satd. Flow (prot)	3568	0	0	3568	1674	0
Flt Permitted				0.998	0.991	
Satd. Flow (perm)	3568	0	0	3568	1674	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	459	6	17	451	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	465	0	0	468	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

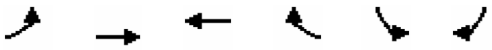
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	413	5	15	406	3	13
Future Vol, veh/h	413	5	15	406	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	459	6	17	451	3	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	464	0	721	232
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1107	-	367	776
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1107	-	360	776
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	753	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.42	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	128	-
HCM Lane V/C Ratio	0.028	-	-	0.015	-
HCM Control Delay (s/veh)	10.8	-	-	8.3	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

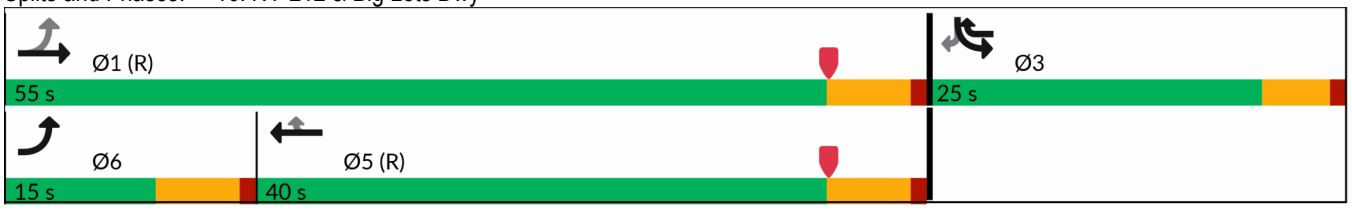


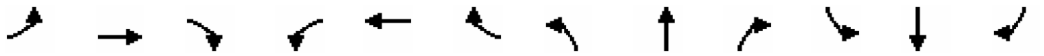
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	351	336	70	44	85
Future Volume (vph)	75	351	336	70	44	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.480				0.950	
Satd. Flow (perm)	912	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				76		92
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	82	382	365	76	48	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	382	365	76	48	92
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.2	65.4	56.2	66.7	6.8	6.8
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.10	0.24	0.14	0.05	0.31	0.41
Control Delay (s/veh)	2.6	2.9	5.9	0.6	39.3	14.1
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.8	5.9	0.6	39.3	14.1
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		3.6	5.0		22.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 6.8		Intersection LOS: A	
Intersection Capacity Utilization 31.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	392	2	15	401	0	4	0	34	2	0	1
Future Volume (vph)	1	392	2	15	401	0	4	0	34	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	417	2	16	427	0	4	0	36	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	420	0	16	427	0	0	40	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	392	2	15	401	0	4	0	34	2	0	1
Future Vol, veh/h	1	392	2	15	401	0	4	0	34	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	417	2	16	427	0	4	0	36	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	419	0	0	879	879	418	878	880	427
Stage 1	-	-	-	-	-	-	420	420	-	459	459	-
Stage 2	-	-	-	-	-	-	459	459	-	419	421	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1151	-	-	270	288	633	271	288	632
Stage 1	-	-	-	-	-	-	615	593	-	586	570	-
Stage 2	-	-	-	-	-	-	586	570	-	616	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1144	-	-	1151	-	-	266	284	633	251	284	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	284	-	251	284	-
Stage 1	-	-	-	-	-	-	614	592	-	578	562	-
Stage 2	-	-	-	-	-	-	577	562	-	580	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.29	12.03	16.56
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	5	-	-	1151	-	-	315
HCM Lane V/C Ratio	0.073	0.001	-	-	0.014	-	-	0.01
HCM Control Delay (s/veh)	12	8.2	0	-	8.2	-	-	16.6
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

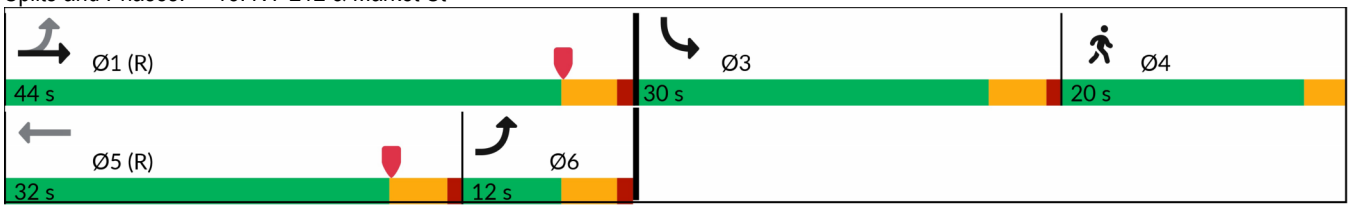


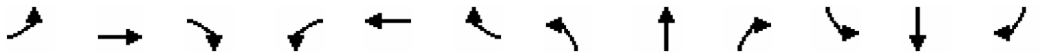
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	50	256	283	46	52	50	
Future Volume (vph)	50	256	283	46	52	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.981		0.934		
Flt Protected	0.950				0.975		
Satd. Flow (prot)	1805	1881	1848	0	1730	0	
Flt Permitted	0.517				0.975		
Satd. Flow (perm)	982	1881	1848	0	1730	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	56	288	318	52	58	56	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	56	288	370	0	114	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	73.4	73.4	63.8		10.6		
Actuated g/C Ratio	0.78	0.78	0.68		0.11		
v/c Ratio	0.06	0.19	0.29		0.58		
Control Delay (s/veh)	3.2	3.3	8.0		51.0		
Queue Delay	0.0	0.0	0.5		0.0		
Total Delay (s/veh)	3.2	3.3	8.6		51.0		
LOS	A	A	A		D		
Approach Delay (s/veh)		3.4	8.6		51.0		
Approach LOS		A	A		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 12.3		Intersection LOS: B	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





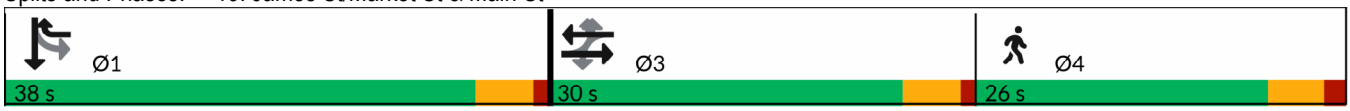
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	38	3	6	31	184	0	0	0	181	5	106
Future Volume (vph)	140	38	3	6	31	184	0	0	0	181	5	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.951	
Flt Protected		0.963			0.992						0.970	
Satd. Flow (prot)	0	1812	0	0	1885	1599	0	0	0	0	1742	0
Flt Permitted		0.746			0.945						0.970	
Satd. Flow (perm)	0	1404	0	0	1796	1599	0	0	0	0	1742	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	159	43	3	7	35	209	0	0	0	206	6	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	42	209	0	0	0	0	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.7			13.7	40.5					16.5	
Actuated g/C Ratio		0.34			0.34	1.00					0.41	
v/c Ratio		0.43			0.06	0.13					0.46	
Control Delay (s/veh)		14.0			10.0	0.1					11.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		14.0			10.0	0.1					11.6	
LOS		B			B	A					B	
Approach Delay (s/veh)		14.0			1.8						11.7	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 40.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

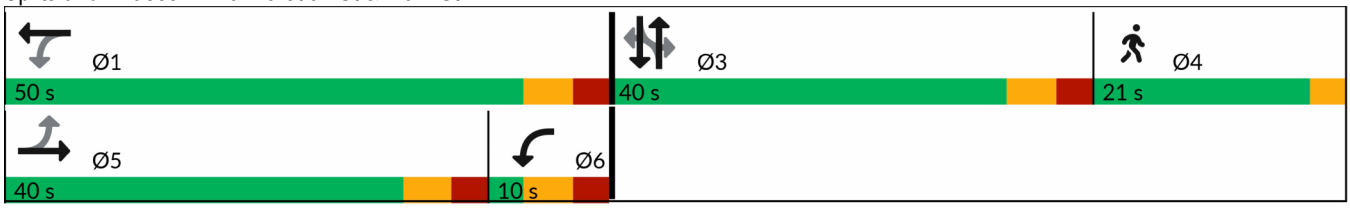
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	92	117	81	108	1	99	27	72	1	44	14
Future Volume (vph)	10	92	117	81	108	1	99	27	72	1	44	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.928			0.999			0.951			0.968	
Flt Protected		0.998			0.979			0.976			0.999	
Satd. Flow (prot)	0	1743	0	0	1840	0	0	1764	0	0	1837	0
Flt Permitted		0.977			0.770			0.807			0.994	
Satd. Flow (perm)	0	1706	0	0	1447	0	0	1458	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	11	105	133	92	123	1	113	31	82	1	50	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	0	216	0	0	226	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.2			13.2			14.3			14.3	
Actuated g/C Ratio		0.32			0.32			0.34			0.34	
v/c Ratio		0.46			0.47			0.45			0.10	
Control Delay (s/veh)		15.0			15.8			14.8			10.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.0			15.8			14.8			10.6	
LOS		B			B			B			B	
Approach Delay (s/veh)		15.0			15.8			14.8			10.7	
Approach LOS		B			B			B			B	

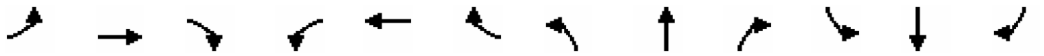
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 41.9			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

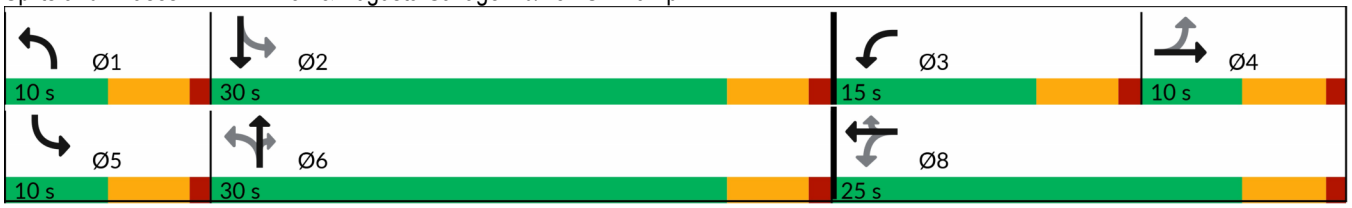


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	0	112	2	10	7	339	148	468	266	4
Future Volume (vph)	1	1	0	112	2	10	7	339	148	468	266	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850		0.998	
Flt Protected		0.976			0.953		0.950			0.950		
Satd. Flow (prot)	0	1854	0	0	1793	1468	1805	1863	1615	1805	1878	0
Flt Permitted		0.834			0.729		0.577			0.369		
Satd. Flow (perm)	0	1585	0	0	1372	1468	1096	1863	1615	701	1878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			201		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	1	1	0	124	2	11	8	377	164	520	296	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	126	11	8	377	164	520	300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		8.9			9.0	9.0	18.2	13.1	13.1	23.5	24.6	
Actuated g/C Ratio		0.22			0.22	0.22	0.45	0.32	0.32	0.58	0.61	
v/c Ratio		0.00			0.41	0.02	0.01	0.62	0.24	0.93	0.26	
Control Delay (s/veh)		14.5			20.3	0.1	5.4	17.9	2.5	41.6	8.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		14.5			20.3	0.1	5.4	17.9	2.5	41.6	8.4	
LOS		B			C	A	A	B	A	D	A	
Approach Delay (s/veh)		14.5			18.7			13.1			29.5	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 40.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 22.5		Intersection LOS: C	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	346	733	1
Future Volume (vph)	0	5	4	346	733	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	6	5	398	843	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	5	398	844	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	346	733	1
Future Vol, veh/h	0	5	4	346	733	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	6	5	398	843	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1250	843	844	0	-	0
Stage 1	843	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	193	367	801	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	367	801	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.97	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	367	-	-
HCM Lane V/C Ratio	0.006	-	0.016	-	-
HCM Control Delay (s/veh)	9.5	-	15	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	5	341	730	3
Future Volume (vph)	1	4	5	341	730	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1856	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1856	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	6	388	830	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	394	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

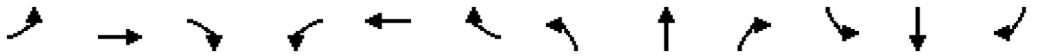
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	5	341	730	3
Future Vol, veh/h	1	4	5	341	730	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	6	388	830	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1230	831	833	0	-	0
Stage 1	831	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	198	372	727	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	372	727	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.62	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	26	-	316	-	-
HCM Lane V/C Ratio	0.008	-	0.018	-	-
HCM Control Delay (s/veh)	10	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	8	8	3	23	9	326	7	33	717	1
Future Volume (vph)	0	3	8	8	3	23	9	326	7	33	717	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.908			0.997				
Flt Protected					0.988			0.999			0.998	
Satd. Flow (prot)	0	1708	0	0	1704	0	0	1857	0	0	1896	0
Flt Permitted					0.988			0.999			0.998	
Satd. Flow (perm)	0	1708	0	0	1704	0	0	1857	0	0	1896	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	9	9	3	26	10	370	8	38	815	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	38	0	0	388	0	0	854	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	8	8	3	23	9	326	7	33	717	1
Future Vol, veh/h	0	3	8	8	3	23	9	326	7	33	717	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	0	3	9	9	3	26	10	370	8	38	815	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1283	1289	815	1286	1286	374	816	0	0	378	0	0
Stage 1	890	890	-	395	395	-	-	-	-	-	-	-
Stage 2	393	399	-	891	891	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	165	380	143	166	676	821	-	-	1191	-	-
Stage 1	340	364	-	634	608	-	-	-	-	-	-	-
Stage 2	636	606	-	340	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	153	380	126	154	676	821	-	-	1191	-	-
Mov Cap-2 Maneuver	125	153	-	126	154	-	-	-	-	-	-	-
Stage 1	320	343	-	624	599	-	-	-	-	-	-	-
Stage 2	598	596	-	309	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.94	19.25	0.25	0.36
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	47	-	-	271	291	79	-	-
HCM Lane V/C Ratio	0.012	-	-	0.046	0.133	0.031	-	-
HCM Control Delay (s/veh)	9.4	0	-	18.9	19.2	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	0	293	56	0	687
Future Volume (vph)	64	0	293	56	0	687
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1825	0	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1825	0	0	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	73	0	333	64	0	781
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	397	0	0	781
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.4%		ICU Level of Service A	
Analysis Period (min) 15			

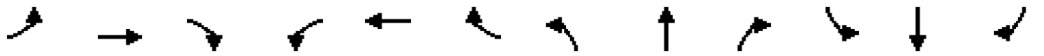
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	0	293	56	0	687
Future Vol, veh/h	64	0	293	56	0	687
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	1	6	0	0
Mvmt Flow	73	0	333	64	0	781

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1145	365	0	0	397	0
Stage 1	365	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	221	685	-	-	1173	-
Stage 1	702	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	685	-	-	1173	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.15	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	221	1173	-
HCM Lane V/C Ratio	-	-	0.33	-	-
HCM Control Delay (s/veh)	-	-	29.2	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	32	2	289	2	43	687	0
Future Volume (vph)	0	0	0	0	1	32	2	289	2	43	687	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.869			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1651	0	0	1880	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1651	0	0	1880	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	36	2	321	2	48	763	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	37	0	0	325	0	0	811	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	32	2	289	2	43	687	0
Future Vol, veh/h	0	0	0	0	1	32	2	289	2	43	687	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	36	2	321	2	48	763	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1185	1187	763	1186	1186	322	763	0	0	323	0	0
Stage 1	859	859	-	327	327	-	-	-	-	-	-	-
Stage 2	326	328	-	859	859	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	167	190	407	167	190	723	858	-	-	1236	-	-
Stage 1	354	376	-	690	652	-	-	-	-	-	-	-
Stage 2	691	651	-	354	376	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	147	177	407	156	177	723	858	-	-	1236	-	-
Mov Cap-2 Maneuver	147	177	-	156	177	-	-	-	-	-	-	-
Stage 1	330	351	-	688	649	-	-	-	-	-	-	-
Stage 2	654	649	-	330	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	10.76	0.06	0.47
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	-	662	106	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.055	0.039	-	-
HCM Control Delay (s/veh)	9.2	0	-	0	10.8	8	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	2	29	8	3	34
Future Volume (vph)	5	2	29	8	3	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961		0.970			
Flt Protected	0.966					0.996
Satd. Flow (prot)	1764	0	1843	0	0	1892
Flt Permitted	0.966					0.996
Satd. Flow (perm)	1764	0	1843	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	2	31	9	3	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	40	0	0	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	29	8	3	34
Future Vol, veh/h	5	2	29	8	3	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	31	9	3	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	78	35	0	0	39	0
Stage 1	35	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	930	1044	-	-	1584	-
Stage 1	993	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	928	1044	-	-	1584	-
Mov Cap-2 Maneuver	928	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.79	0	0.59
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	146	-
HCM Lane V/C Ratio	-	-	0.008	0.002	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.1	0.0	1.4
Total Del/Veh (s)	9.8	0.8	0.3	4.7
Stop Delay (hr)	1.0	0.0	0.0	1.0
Stop Del/Veh (s)	7.5	0.2	0.2	3.4

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	30	68	12	39
Average Queue (ft)	1	53	0	2
95th Queue (ft)	14	59	6	20
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	0	47		0
Queuing Penalty (veh)	1	91		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	74	224	228	358	32	376	75
v/c Ratio	0.17	0.33	0.56	0.24	0.05	0.76	0.11
Control Delay (s/veh)	12.9	14.4	29.8	0.3	13.9	31.1	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	14.4	29.8	0.3	13.9	31.1	1.8
Queue Length 50th (ft)	19	62	89	0	8	127	0
Queue Length 95th (ft)	41	108	157	0	26	#301	12
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	447	1194	860	1468	810	624	766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.27	0.24	0.04	0.60	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	571	58	88	485	100	93	44	39
v/c Ratio	0.04	0.58	0.05	0.20	0.25	0.55	0.43	0.36	0.30
Control Delay (s/veh)	8.9	21.8	0.5	6.4	8.6	55.0	24.4	54.6	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	21.8	0.5	6.4	8.6	55.0	24.4	54.6	32.9
Queue Length 50th (ft)	6	259	0	13	62	68	22	29	12
Queue Length 95th (ft)	18	424	4	25	109	112	64	60	41
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	620	969	1225	451	1920	359	371	233	227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.59	0.05	0.20	0.25	0.28	0.25	0.19	0.17

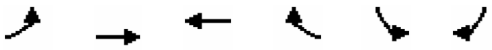
Intersection Summary



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR
Lane Group Flow (vph)	3	298	288	385	198	19
v/c Ratio	0.00	0.25	0.27	0.19	0.79	0.04
Control Delay (s/veh)	7.0	7.3	1.6	5.2	61.3	4.4
Queue Delay	0.0	0.3	0.2	0.2	0.0	0.0
Total Delay (s/veh)	7.0	7.6	1.8	5.5	61.3	4.4
Queue Length 50th (ft)	0	30	0	43	127	0
Queue Length 95th (ft)	m1	107	31	80	191	10
Internal Link Dist (ft)		109		75	235	
Turn Bay Length (ft)						115
Base Capacity (vph)	753	1148	1040	1961	351	465
Starvation Cap Reductn	0	404	266	947	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.40	0.37	0.38	0.56	0.04

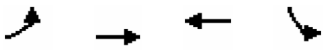
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	16	338	419	7	3	13
v/c Ratio	0.02	0.21	0.14	0.00	0.04	0.13
Control Delay (s/veh)	1.0	1.0	2.2	0.6	48.3	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.0	1.0	2.2	0.6	48.3	25.9
Queue Length 50th (ft)	1	0	0	0	2	0
Queue Length 95th (ft)	4	40	51	2	11	18
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	862	1588	2965	1380	323	394
Starvation Cap Reductn	0	213	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.14	0.01	0.01	0.03

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	83	173	310	116
v/c Ratio	0.10	0.13	0.32	0.50
Control Delay (s/veh)	4.2	3.9	12.8	30.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.2	3.9	12.8	30.8
Queue Length 50th (ft)	8	17	72	38
Queue Length 95th (ft)	21	39	133	77
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	801	1264	950	529
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.33	0.22

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	230	29	176	295
v/c Ratio	0.48	0.04	0.12	0.48
Control Delay (s/veh)	14.6	9.3	0.1	13.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	9.3	0.1	13.2
Queue Length 50th (ft)	35	4	0	42
Queue Length 95th (ft)	77	14	0	94
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	827	1105	1380	1314
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.03	0.13	0.22

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	218	232	195	56
v/c Ratio	0.41	0.49	0.42	0.09
Control Delay (s/veh)	14.1	15.9	14.8	10.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.1	15.9	14.8	10.7
Queue Length 50th (ft)	35	39	31	8
Queue Length 95th (ft)	69	76	65	23
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1224	1328	1110	1403
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.18	0.04

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	106	14	4	311	118	180	329
v/c Ratio	0.00	0.32	0.03	0.00	0.39	0.14	0.27	0.27
Control Delay (s/veh)	14.0	16.9	0.1	7.0	15.0	0.9	8.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	16.9	0.1	7.0	15.0	0.9	8.0	9.6
Queue Length 50th (ft)	0	21	0	1	67	0	21	43
Queue Length 95th (ft)	3	63	0	4	158	7	64	164
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	241	635	787	665	1152	1080	655	1213
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.17	0.02	0.01	0.27	0.11	0.27	0.27

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	78	274	268	521	35	373	109
v/c Ratio	0.19	0.35	0.59	0.33	0.06	0.76	0.17
Control Delay (s/veh)	12.5	13.9	29.1	0.5	13.3	31.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	13.9	29.1	0.5	13.3	31.8	4.0
Queue Length 50th (ft)	18	72	102	0	7	129	0
Queue Length 95th (ft)	43	129	182	0	27	#297	28
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	427	1297	905	1553	773	668	838
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.21	0.30	0.34	0.05	0.56	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	525	54	75	741	128	117	35	25
v/c Ratio	0.02	0.52	0.04	0.17	0.35	0.60	0.43	0.30	0.20
Control Delay (s/veh)	9.5	20.7	0.4	6.4	7.3	54.3	19.8	53.3	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	20.7	0.4	6.4	7.5	54.3	19.8	53.3	34.0
Queue Length 50th (ft)	3	228	0	12	65	86	23	23	8
Queue Length 95th (ft)	12	414	4	m22	171	142	74	54	35
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	521	997	1259	449	2105	373	417	240	245
Starvation Cap Reductn	0	0	0	0	668	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.53	0.04	0.17	0.52	0.34	0.28	0.15	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

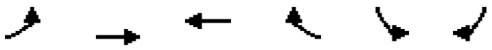


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	416	188	559	270	64	9
v/c Ratio	0.00	0.39	0.19	0.29	0.86	0.11	0.02
Control Delay (s/veh)	7.2	9.2	1.5	5.6	64.0	5.9	26.2
Queue Delay	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.2	9.4	1.5	5.9	64.0	5.9	26.2
Queue Length 50th (ft)	0	68	0	21	171	0	4
Queue Length 95th (ft)	m2	135	22	41	#279	27	16
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	623	1061	964	1916	372	630	450
Starvation Cap Reductn	0	200	0	700	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.48	0.20	0.46	0.73	0.10	0.02

Intersection Summary

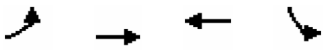
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	63	429	476	99	67	96
v/c Ratio	0.08	0.28	0.19	0.07	0.46	0.44
Control Delay (s/veh)	2.0	2.1	5.4	0.4	56.2	16.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.0	2.4	5.4	0.4	56.2	16.1
Queue Length 50th (ft)	3	23	49	0	44	0
Queue Length 95th (ft)	15	70	79	6	86	48
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	785	1490	2505	1584	429	450
Starvation Cap Reductn	0	540	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.45	0.19	0.06	0.16	0.21

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	111	272	418	164
v/c Ratio	0.16	0.19	0.37	0.68
Control Delay (s/veh)	4.9	4.4	10.5	51.7
Queue Delay	0.0	0.0	0.7	0.0
Total Delay (s/veh)	4.9	4.4	11.2	51.7
Queue Length 50th (ft)	15	40	114	94
Queue Length 95th (ft)	36	83	205	150
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	686	1365	1125	437
Starvation Cap Reductn	0	0	401	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.58	0.38

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	255	45	225	382
v/c Ratio	0.52	0.06	0.14	0.56
Control Delay (s/veh)	16.2	10.3	0.2	14.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.2	10.3	0.2	14.9
Queue Length 50th (ft)	45	7	0	65
Queue Length 95th (ft)	123	26	0	171
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	781	1059	1490	1325
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.04	0.15	0.29

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	238	282	232	76
v/c Ratio	0.39	0.57	0.48	0.13
Control Delay (s/veh)	13.9	17.9	17.6	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	17.9	17.6	13.0
Queue Length 50th (ft)	43	55	46	13
Queue Length 95th (ft)	111	143	127	45
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1237	1242	1054	1274
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.23	0.22	0.06

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	123	22	1	544	88	157	370
v/c Ratio	0.00	0.45	0.05	0.00	0.58	0.10	0.33	0.31
Control Delay (s/veh)	15.3	24.1	0.2	6.0	16.7	0.2	7.6	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	24.1	0.2	6.0	16.7	0.2	7.6	8.7
Queue Length 50th (ft)	1	32	0	0	131	0	17	46
Queue Length 95th (ft)	6	78	0	2	#289	0	49	167
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	346	588	726	660	1029	914	465	1139
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.21	0.03	0.00	0.53	0.10	0.34	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	78	249	300	710	38	307	110
v/c Ratio	0.18	0.31	0.55	0.44	0.06	0.67	0.17
Control Delay (s/veh)	11.2	12.0	24.6	0.9	13.9	26.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.2	12.0	24.6	0.9	13.9	26.6	4.3
Queue Length 50th (ft)	14	49	97	0	8	98	0
Queue Length 95th (ft)	42	115	201	0	29	212	29
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	468	1461	1078	1583	1001	770	985
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.17	0.28	0.45	0.04	0.40	0.11

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	488	43	81	759	214	204	35	42
v/c Ratio	0.06	0.51	0.03	0.18	0.39	0.72	0.63	0.31	0.30
Control Delay (s/veh)	11.9	23.6	0.0	8.6	11.8	54.8	39.5	53.6	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	23.6	0.0	8.6	12.1	54.8	39.5	53.6	28.5
Queue Length 50th (ft)	7	229	0	14	113	144	105	23	8
Queue Length 95th (ft)	22	399	0	m30	206	216	175	54	42
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	451	945	1283	460	1908	380	401	233	252
Starvation Cap Reductn	0	0	0	0	507	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.52	0.03	0.18	0.54	0.56	0.51	0.15	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

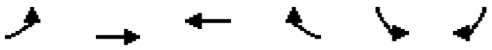


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	6	441	163	566	294	67	8
v/c Ratio	0.01	0.41	0.17	0.30	0.89	0.11	0.01
Control Delay (s/veh)	8.3	11.3	2.2	6.1	66.3	5.7	24.2
Queue Delay	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	8.3	11.6	2.2	6.4	66.3	5.7	24.2
Queue Length 50th (ft)	1	95	1	25	186	0	3
Queue Length 95th (ft)	m3	176	22	47	#315	28	15
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	611	1061	939	1877	377	642	495
Starvation Cap Reductn	0	182	0	685	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.50	0.17	0.47	0.78	0.10	0.02

Intersection Summary

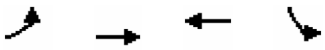
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	100	408	448	97	63	109
v/c Ratio	0.13	0.26	0.17	0.07	0.45	0.48
Control Delay (s/veh)	1.9	1.9	5.7	0.4	56.0	16.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.9	2.2	5.7	0.4	56.0	16.1
Queue Length 50th (ft)	4	17	46	0	41	0
Queue Length 95th (ft)	20	65	76	7	82	51
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	816	1522	2496	1597	421	463
Starvation Cap Reductn	0	589	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.44	0.18	0.06	0.15	0.24

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	109	244	384	202
v/c Ratio	0.15	0.18	0.35	0.72
Control Delay (s/veh)	5.7	5.2	11.4	51.4
Queue Delay	0.0	0.0	0.6	0.0
Total Delay (s/veh)	5.7	5.2	12.0	51.4
Queue Length 50th (ft)	16	39	110	115
Queue Length 95th (ft)	40	83	199	176
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	693	1322	1092	436
Starvation Cap Reductn	0	0	384	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.18	0.54	0.46

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	273	48	198	325
v/c Ratio	0.51	0.07	0.13	0.53
Control Delay (s/veh)	14.7	9.3	0.1	14.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	9.3	0.1	14.8
Queue Length 50th (ft)	46	7	0	53
Queue Length 95th (ft)	121	25	0	144
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	846	1061	1503	1376
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.05	0.13	0.24

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	226	238	228	74
v/c Ratio	0.42	0.53	0.45	0.11
Control Delay (s/veh)	14.5	17.3	15.4	11.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	17.3	15.4	11.3
Queue Length 50th (ft)	39	42	39	11
Queue Length 95th (ft)	101	113	109	38
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1342	1280	1203	1524
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.19	0.05

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	154	26	7	697	90	186	257
v/c Ratio	0.00	0.64	0.07	0.00	0.75	0.10	0.49	0.20
Control Delay (s/veh)	18.0	33.6	0.3	4.7	21.1	0.2	10.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	33.6	0.3	4.7	21.1	0.2	10.6	7.1
Queue Length 50th (ft)	0	47	0	1	182	0	20	28
Queue Length 95th (ft)	4	97	0	5	#412	0	#58	105
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	218	510	636	732	919	867	377	1243
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.30	0.04	0.01	0.76	0.10	0.49	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	48	242	264	440	36	317	63
v/c Ratio	0.11	0.32	0.51	0.27	0.05	0.68	0.10
Control Delay (s/veh)	10.9	12.3	23.9	0.4	13.0	25.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.9	12.3	23.9	0.4	13.0	25.6	1.1
Queue Length 50th (ft)	8	47	80	0	7	94	0
Queue Length 95th (ft)	29	113	178	0	27	208	6
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	482	1495	1148	1599	1093	822	1016
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.16	0.23	0.28	0.03	0.39	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	506	46	70	571	130	122	41	61
v/c Ratio	0.04	0.60	0.04	0.17	0.31	0.54	0.41	0.28	0.33
Control Delay (s/veh)	11.1	26.0	0.0	11.6	14.9	39.2	19.1	39.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.1	26.0	0.0	11.6	14.9	39.2	19.1	39.0	17.4
Queue Length 50th (ft)	5	202	0	15	72	64	26	20	3
Queue Length 95th (ft)	18	#447	0	42	171	111	70	49	37
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	556	835	1137	441	1788	384	428	315	332
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.61	0.04	0.16	0.32	0.34	0.29	0.13	0.18

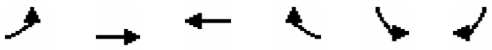
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



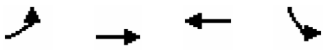
Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	439	186	556	159	49	5
v/c Ratio	0.01	0.40	0.18	0.26	0.61	0.09	0.01
Control Delay (s/veh)	6.1	13.0	3.0	6.3	31.7	3.6	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	6.1	13.0	3.0	6.5	31.7	3.6	0.0
Queue Length 50th (ft)	1	107	0	39	53	0	0
Queue Length 95th (ft)	6	216	34	77	94	14	0
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	691	1089	986	2066	459	632	607
Starvation Cap Reductn	0	0	0	721	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.40	0.19	0.41	0.35	0.08	0.01

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	57	445	493	82	50	76
v/c Ratio	0.08	0.28	0.19	0.05	0.32	0.36
Control Delay (s/veh)	2.6	3.1	5.5	0.5	39.5	14.0
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	4.2	5.5	0.5	39.5	14.0
Queue Length 50th (ft)	5	47	47	0	24	0
Queue Length 95th (ft)	14	90	78	7	55	37
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	759	1535	2585	1564	442	460
Starvation Cap Reductn	0	826	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.63	0.19	0.05	0.11	0.17

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	85	298	370	160
v/c Ratio	0.11	0.23	0.42	0.56
Control Delay (s/veh)	4.8	4.9	14.6	31.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	4.9	14.6	31.2
Queue Length 50th (ft)	9	34	93	54
Queue Length 95th (ft)	24	75	177	104
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	754	1257	867	574
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.24	0.43	0.28

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	206	32	200	339
v/c Ratio	0.44	0.05	0.12	0.47
Control Delay (s/veh)	14.4	9.9	0.1	11.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	9.9	0.1	11.8
Queue Length 50th (ft)	30	4	0	47
Queue Length 95th (ft)	92	19	0	124
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	853	1148	1543	1443
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.03	0.13	0.23

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	245	216	239	77
v/c Ratio	0.46	0.47	0.46	0.12
Control Delay (s/veh)	15.1	16.0	14.8	10.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	16.0	14.8	10.8
Queue Length 50th (ft)	42	37	40	11
Queue Length 95th (ft)	107	99	108	38
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1365	1369	1212	1426
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.20	0.05

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	4	93	32	4	357	80	226	428
v/c Ratio	0.01	0.31	0.08	0.00	0.48	0.10	0.35	0.33
Control Delay (s/veh)	13.5	18.5	0.4	4.7	13.3	0.2	6.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	18.5	0.4	4.7	13.3	0.2	6.2	7.5
Queue Length 50th (ft)	0	18	0	0	66	0	20	44
Queue Length 95th (ft)	7	58	0	3	143	0	56	174
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	299	804	889	639	1213	1107	643	1341
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.12	0.04	0.01	0.29	0.07	0.35	0.32

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	42	229	184	442	43	347	52
v/c Ratio	0.10	0.35	0.39	0.27	0.06	0.66	0.07
Control Delay (s/veh)	12.3	14.1	22.3	0.4	11.1	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	14.1	22.3	0.4	11.1	21.1	0.2
Queue Length 50th (ft)	8	46	37	0	5	57	0
Queue Length 95th (ft)	27	109	129	0	29	212	2
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	429	1621	1166	1615	1128	874	1048
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.16	0.27	0.04	0.40	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	471	69	53	485	106	101	48	58
v/c Ratio	0.10	0.46	0.05	0.10	0.25	0.47	0.39	0.31	0.31
Control Delay (s/veh)	10.4	20.4	0.4	10.5	15.2	38.5	21.1	39.4	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	20.4	0.4	10.5	15.2	38.5	21.1	39.4	16.2
Queue Length 50th (ft)	12	176	0	11	80	52	23	23	2
Queue Length 95th (ft)	34	#373	4	32	142	96	65	54	35
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	623	1016	1302	542	1905	403	426	315	330
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.46	0.05	0.10	0.25	0.26	0.24	0.15	0.18

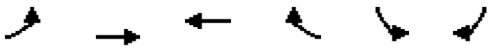
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



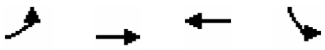
Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	12	405	175	444	160	46	6
v/c Ratio	0.01	0.37	0.17	0.21	0.62	0.08	0.02
Control Delay (s/veh)	6.1	12.8	3.0	5.9	32.0	3.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.1	12.8	3.0	5.9	32.0	3.3	14.8
Queue Length 50th (ft)	1	97	0	30	54	0	1
Queue Length 95th (ft)	8	198	34	62	95	13	8
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	736	1083	1004	2104	449	661	518
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.37	0.17	0.21	0.36	0.07	0.01

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	82	382	365	76	48	92
v/c Ratio	0.10	0.24	0.14	0.05	0.31	0.41
Control Delay (s/veh)	2.6	2.9	5.9	0.6	39.3	14.1
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.8	5.9	0.6	39.3	14.1
Queue Length 50th (ft)	7	38	33	0	23	0
Queue Length 95th (ft)	18	75	58	7	54	41
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	832	1538	2509	1557	451	472
Starvation Cap Reductn	0	870	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.57	0.15	0.05	0.11	0.19

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	56	288	370	114
v/c Ratio	0.06	0.19	0.29	0.58
Control Delay (s/veh)	3.2	3.3	8.0	51.0
Queue Delay	0.0	0.0	0.5	0.0
Total Delay (s/veh)	3.2	3.3	8.6	51.0
Queue Length 50th (ft)	6	35	85	66
Queue Length 95th (ft)	17	70	150	113
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	828	1468	1254	460
Starvation Cap Reductn	0	0	526	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.20	0.51	0.25

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	205	42	209	332
v/c Ratio	0.43	0.06	0.13	0.46
Control Delay (s/veh)	14.0	10.0	0.1	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	10.0	0.1	11.6
Queue Length 50th (ft)	29	5	0	46
Queue Length 95th (ft)	87	23	0	115
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	888	1137	1576	1450
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.04	0.13	0.23

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	249	216	226	67
v/c Ratio	0.46	0.47	0.45	0.10
Control Delay (s/veh)	15.0	15.8	14.8	10.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	15.8	14.8	10.6
Queue Length 50th (ft)	42	37	37	10
Queue Length 95th (ft)	105	95	99	33
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1374	1381	1175	1473
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.19	0.05

Intersection Summary



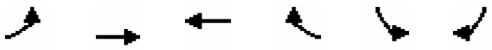
Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	2	126	11	8	377	164	520	300
v/c Ratio	0.00	0.41	0.02	0.01	0.62	0.24	0.93	0.26
Control Delay (s/veh)	14.5	20.3	0.1	5.4	17.9	2.5	41.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	20.3	0.1	5.4	17.9	2.5	41.6	8.4
Queue Length 50th (ft)	0	26	0	1	74	0	~64	31
Queue Length 95th (ft)	5	74	0	6	165	21	#327	127
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	354	746	851	599	1215	1123	555	1229
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.17	0.01	0.01	0.31	0.15	0.94	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ATTACHMENT K: LOS CALCULATIONS – BACKGROUND CONDITIONS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	115	161	96	157	34
Future Volume (vph)	20	115	161	96	157	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.950			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1650	1599	0	1556	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1650	1599	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	31	177	248	148	242	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	208	396	0	242	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

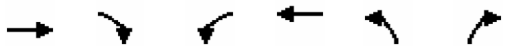
Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	115	161	96	157	34
Future Vol, veh/h	20	115	161	96	157	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	31	177	248	148	242	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	395	0	-	0	560	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	1063	-	-	-	466	715
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	452	715
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.26	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	267	-	-	-	452	715
HCM Lane V/C Ratio	0.029	-	-	-	0.535	0.054
HCM Control Delay (s/veh)	8.5	0	-	-	21.8	10.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	271	37	11	278	14	7
Future Volume (vph)	271	37	11	278	14	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984				0.955	
Flt Protected				0.998	0.968	
Satd. Flow (prot)	1764	0	0	1776	1240	0
Flt Permitted				0.998	0.968	
Satd. Flow (perm)	1764	0	0	1776	1240	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	301	41	12	309	16	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	342	0	0	321	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.5%		ICU Level of Service A	
Analysis Period (min) 15			

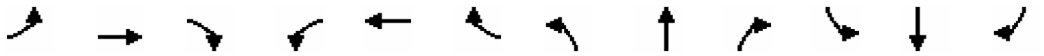
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	271	37	11	278	14	7
Future Vol, veh/h	271	37	11	278	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	301	41	12	309	16	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	342	0	655	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1228	-	369	653
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1228	-	365	653
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	-	-	69	-
HCM Lane V/C Ratio	0.055	-	-	0.01	-
HCM Control Delay (s/veh)	13.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

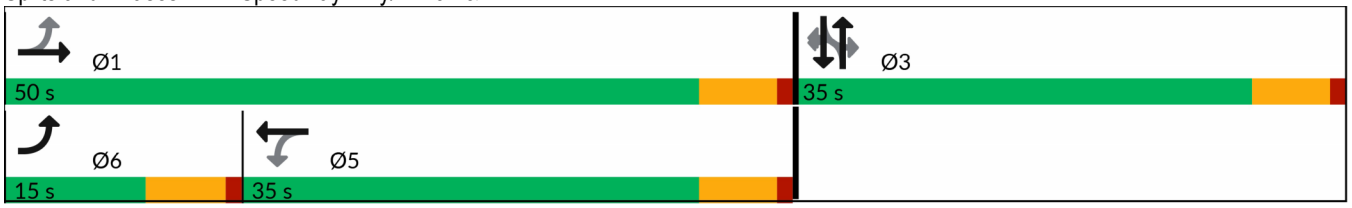


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	225	4	3	233	383	7	25	1	361	28	76
Future Volume (vph)	75	225	4	3	233	383	7	25	1	361	28	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.996				0.850
Flt Protected	0.950				0.999			0.989			0.956	
Satd. Flow (prot)	1719	1675	0	0	1731	1468	0	1729	0	0	1663	1417
Flt Permitted	0.359				0.995			0.912			0.715	
Satd. Flow (perm)	650	1675	0	0	1724	1468	0	1594	0	0	1244	1417
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				412		1				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	81	242	4	3	251	412	8	27	1	388	30	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	246	0	0	254	412	0	36	0	0	418	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	26.1	26.1			15.5	67.2		28.6			28.6	28.6
Actuated g/C Ratio	0.39	0.39			0.23	1.00		0.43			0.43	0.43
v/c Ratio	0.21	0.37			0.63	0.28		0.05			0.79	0.12
Control Delay (s/veh)	13.4	15.5			32.6	0.4		14.5			33.3	2.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.4	15.5			32.6	0.4		14.5			33.3	2.1
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		15.0			12.7			14.5			28.3	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 67.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	627	2	11	595	1	8
Future Volume (vph)	627	2	11	595	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.878	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1723	0	0	3277	1660	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1723	0	0	3277	1660	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	689	2	12	654	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	691	0	0	666	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

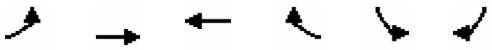
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	627	2	11	595	1	8
Future Vol, veh/h	627	2	11	595	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	689	2	12	654	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1041	690
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	842	-	242	449
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	238	449
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	677	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.32	14.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	65	-
HCM Lane V/C Ratio	0.024	-	-	0.014	-
HCM Control Delay (s/veh)	14	-	-	9.3	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	635	603	2	3	3
Future Volume (vph)	0	635	603	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3339	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3339	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	676	641	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	676	643	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

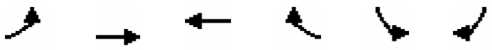
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	635	603	2	3	3
Future Vol, veh/h	0	635	603	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	676	641	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	644	0	-	0	1318	322
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	951	-	-	-	130	680
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	130	680
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	21.95
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	951	-	-	-	219
HCM Lane V/C Ratio	-	-	-	-	0.029
HCM Control Delay (s/veh)	0	-	-	-	21.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	638	554	0	8	51
Future Volume (vph)	0	638	554	0	8	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	0	4759	3343	0	1586	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4759	3343	0	1586	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	679	589	0	9	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	679	589	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.6%		ICU Level of Service A	
Analysis Period (min) 15			

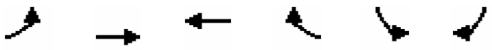
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	638	554	0	8	51
Future Vol, veh/h	0	638	554	0	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	679	589	0	9	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	861	295
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	332	690
Stage 1	0	-	-	0	507	-
Stage 2	0	-	-	0	718	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	332	690
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	718	-

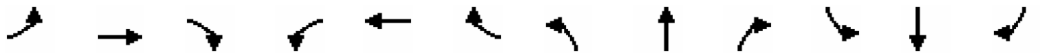
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	602
HCM Lane V/C Ratio	-	-	0.104
HCM Control Delay (s/veh)	-	-	11.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	616	554	28	0	0
Future Volume (vph)	29	616	554	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.993			
Flt Protected		0.998				
Satd. Flow (prot)	0	4759	3331	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4759	3331	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	31	655	589	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	686	619	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

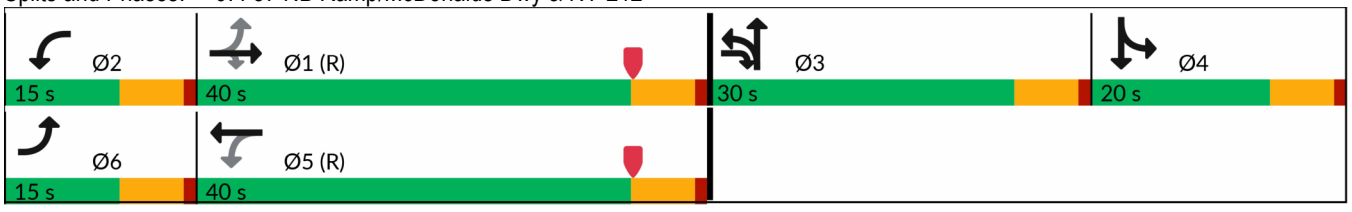


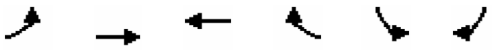
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	538	53	95	445	30	118	7	59	40	16	20
Future Volume (vph)	25	538	53	95	445	30	118	7	59	40	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.991			0.900			0.916	
Flt Protected	0.950			0.950			0.950	0.988		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3196	0	1573	1421	0	1752	1561	0
Flt Permitted	0.442			0.240			0.950	0.988		0.950		
Satd. Flow (perm)	800	1712	1455	422	3196	0	1573	1421	0	1752	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		7			69			24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	29	633	62	112	524	35	139	8	69	47	19	24
Shared Lane Traffic (%)							19%					
Lane Group Flow (vph)	29	633	62	112	559	0	113	103	0	47	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	60.8	55.6	74.6	66.8	61.8		13.0	13.0		7.4	7.4	
Actuated g/C Ratio	0.58	0.53	0.71	0.64	0.59		0.12	0.12		0.07	0.07	
v/c Ratio	0.05	0.69	0.05	0.31	0.29		0.58	0.43		0.38	0.32	
Control Delay (s/veh)	9.7	27.0	0.6	8.2	9.6		54.5	22.0		54.8	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	9.7	27.0	0.6	8.2	9.6		54.5	22.0		54.8	32.2	
LOS	A	C	A	A	A		D	C		D	C	
Approach Delay (s/veh)		24.1			9.4			39.0			44.0	
Approach LOS		C			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 21.2		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	638	570	0	0	0
Future Volume (vph)	0	638	570	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	701	626	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	701	626	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

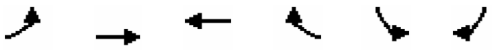
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	638	570	0	0	0
Future Vol, veh/h	0	638	570	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	701	626	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1327	313
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	193	587
Stage 1	0	-	-	0	423	-
Stage 2	0	-	-	0	481	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	193	587
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	638	570	0	0	0
Future Volume (vph)	0	638	570	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	701	626	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	701	626	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

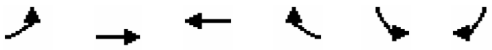
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	638	570	0	0	0
Future Vol, veh/h	0	638	570	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	701	626	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	626	0	-	0	1327	313
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	965	-	-	-	161	683
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	965	-	-	-	161	683
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	965	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	625	569	9	0	1
Future Volume (vph)	13	625	569	9	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4762	3303	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4762	3303	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	14	687	625	10	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	701	635	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	625	569	9	0	1
Future Vol, veh/h	13	625	569	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	14	687	625	10	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	635	0	-	0	934	318
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	303	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	958	-	-	-	302	684
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	297	684
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.32	0	10.27
HCM LOS			B

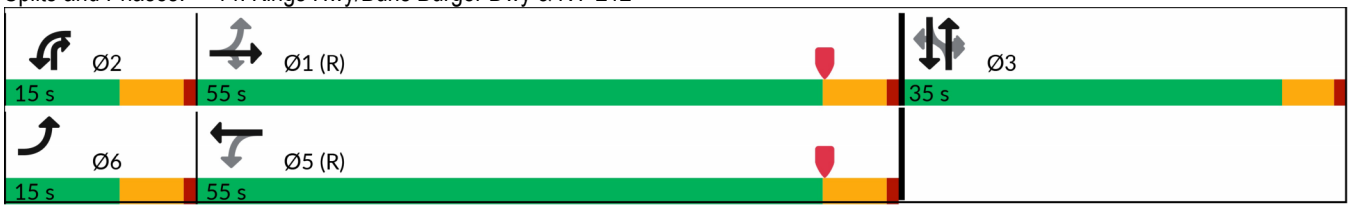
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	110	-	-	-	684
HCM Lane V/C Ratio	0.015	-	-	-	0.002
HCM Control Delay (s/veh)	8.8	0.1	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	318	303	64	368	1	210	0	20	0	0	0
Future Volume (vph)	3	318	303	64	368	1	210	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.993			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3360	0	0	1543	1324	0	1900	0
Flt Permitted	0.490				0.844			0.757				
Satd. Flow (perm)	931	1759	1442	0	2856	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			319						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	335	319	67	387	1	221	0	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	335	319	0	455	0	0	221	21	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	69.0	67.1	67.1		70.1			22.7	32.2			
Actuated g/C Ratio	0.66	0.64	0.64		0.67			0.22	0.31			
v/c Ratio	0.00	0.29	0.30		0.23			0.83	0.04			
Control Delay (s/veh)	8.3	8.1	1.8		5.7			63.7	5.2			
Queue Delay	0.0	0.4	0.2		0.2			0.0	0.0			
Total Delay (s/veh)	8.3	8.5	2.1		5.9			63.7	5.2			
LOS	A	A	A		A			E	A			
Approach Delay (s/veh)		5.4			6.0			58.7				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 15.1		Intersection LOS: B	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	328	10	10	429	4	14
Future Volume (vph)	328	10	10	429	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.996				0.893	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3297	0	0	3368	1505	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3297	0	0	3368	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	357	11	11	466	4	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	368	0	0	477	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

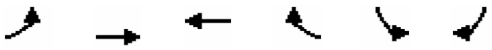
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	328	10	10	429	4	14
Future Vol, veh/h	328	10	10	429	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	357	11	11	466	4	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	367	0	617	184
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1126	-	372	809
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1126	-	368	809
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	10.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	82	-
HCM Lane V/C Ratio	0.031	-	-	0.01	-
HCM Control Delay (s/veh)	10.8	-	-	8.2	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

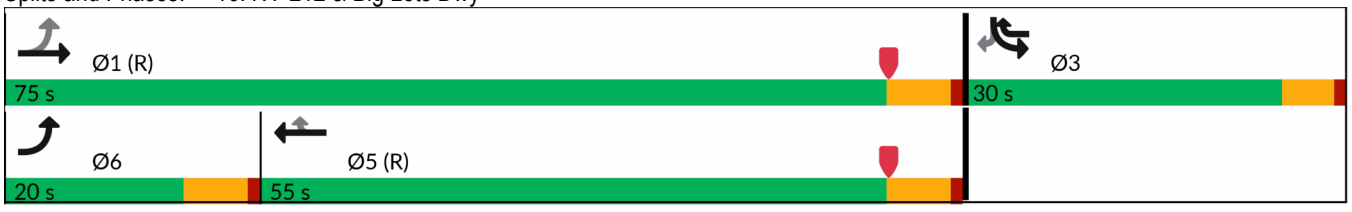


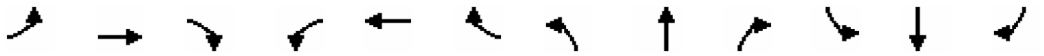
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	327	427	7	3	12
Future Volume (vph)	15	327	427	7	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.438				0.950	
Satd. Flow (perm)	771	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		14
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	17	380	497	8	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	380	497	8	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	92.7	95.1	90.8	98.7	5.3	5.3
Actuated g/C Ratio	0.88	0.91	0.86	0.94	0.05	0.05
v/c Ratio	0.02	0.24	0.17	0.00	0.04	0.14
Control Delay (s/veh)	1.4	1.4	2.6	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.4	1.7	2.6	0.7	48.3	25.8
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		1.7	2.6		29.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay (s/veh): 2.7		Intersection LOS: A	
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	327	3	35	433	0	0	0	49	1	0	0
Future Volume (vph)	0	327	3	35	433	0	0	0	49	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	372	3	40	492	0	0	0	56	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	40	492	0	0	56	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	327	3	35	433	0	0	0	49	1	0	0
Future Vol, veh/h	0	327	3	35	433	0	0	0	49	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	372	3	40	492	0	0	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	375	0	0	945	945	373	943	947	492
Stage 1	-	-	-	-	-	-	373	373	-	572	572	-
Stage 2	-	-	-	-	-	-	572	572	-	372	375	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1082	-	-	1178	-	-	244	264	658	245	263	581
Stage 1	-	-	-	-	-	-	652	622	-	509	508	-
Stage 2	-	-	-	-	-	-	509	508	-	653	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1082	-	-	1178	-	-	236	255	658	216	254	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	255	-	216	254	-
Stage 1	-	-	-	-	-	-	652	622	-	492	491	-
Stage 2	-	-	-	-	-	-	492	491	-	598	621	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.61	10.98	21.73
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	1082	-	-	1178	-	-	216
HCM Lane V/C Ratio	0.085	-	-	-	0.034	-	-	0.005
HCM Control Delay (s/veh)	11	0	-	-	8.2	-	-	21.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

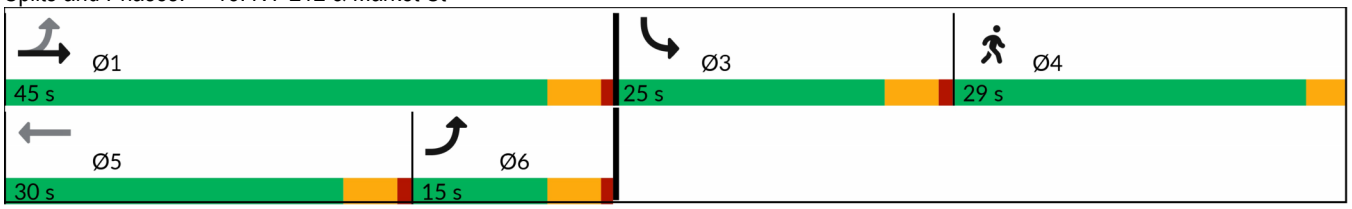


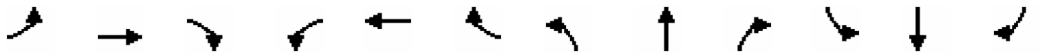
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	77	172	283	42	49	60	
Future Volume (vph)	77	172	283	42	49	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.982		0.926		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1641	1712	1773	0	1576	0	
Flt Permitted	0.489				0.978		
Satd. Flow (perm)	845	1712	1773	0	1576	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	90	200	329	49	57	70	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	90	200	378	0	127	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	43.6	43.6	31.7		9.1		
Actuated g/C Ratio	0.73	0.73	0.53		0.15		
v/c Ratio	0.12	0.15	0.39		0.52		
Control Delay (s/veh)	4.6	4.1	13.9		31.1		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	4.6	4.1	13.9		31.1		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.3	14.0		31.1		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 59.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





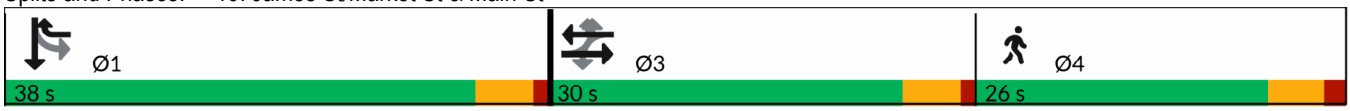
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	23	1	0	24	179	0	0	0	156	0	95
Future Volume (vph)	164	23	1	0	24	179	0	0	0	156	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.949	
Flt Protected		0.958									0.970	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1574	0
Flt Permitted		0.730									0.970	
Satd. Flow (perm)	0	1301	0	0	1743	1442	0	0	0	0	1574	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	219	31	1	0	32	239	0	0	0	208	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	32	239	0	0	0	0	335	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.1			16.1	43.4					16.9	
Actuated g/C Ratio		0.37			0.37	1.00					0.39	
v/c Ratio		0.52			0.04	0.16					0.54	
Control Delay (s/veh)		16.0			10.1	0.2					14.8	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		16.0			10.1	0.2					14.8	
LOS		B			B	A					B	
Approach Delay (s/veh)		16.0			1.4						14.8	
Approach LOS		B			A						B	

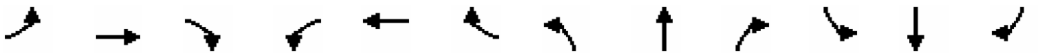
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 43.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 10.9		Intersection LOS: B	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



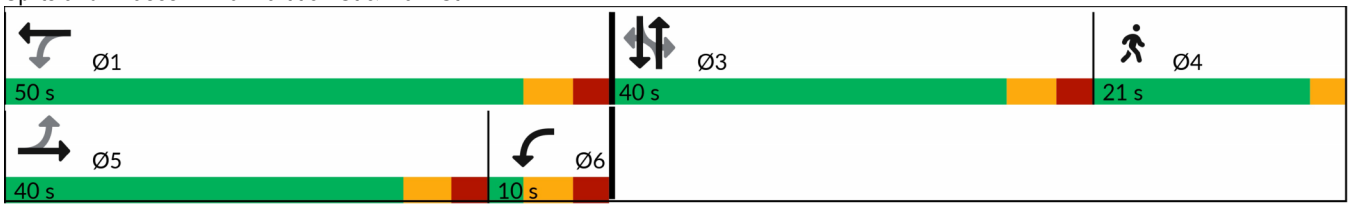
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	89	81	67	109	7	89	25	81	3	36	4
Future Volume (vph)	9	89	81	67	109	7	89	25	81	3	36	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.995			0.944			0.987	
Flt Protected		0.997			0.982			0.978			0.997	
Satd. Flow (prot)	0	1577	0	0	1711	0	0	1615	0	0	1824	0
Flt Permitted		0.973			0.803			0.824			0.973	
Satd. Flow (perm)	0	1539	0	0	1399	0	0	1360	0	0	1780	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	13	125	114	94	154	10	125	35	114	4	51	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	252	0	0	258	0	0	274	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.3			16.3			17.7			17.7	
Actuated g/C Ratio		0.33			0.33			0.36			0.36	
v/c Ratio		0.49			0.55			0.55			0.09	
Control Delay (s/veh)		17.3			19.1			18.1			11.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		17.3			19.1			18.1			11.6	
LOS		B			B			B			B	
Approach Delay (s/veh)		17.3			19.1			18.1			11.6	
Approach LOS		B			B			B			B	

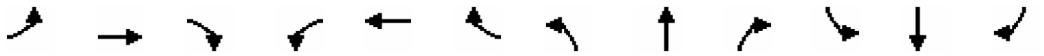
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 48.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 17.7		Intersection LOS: B	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

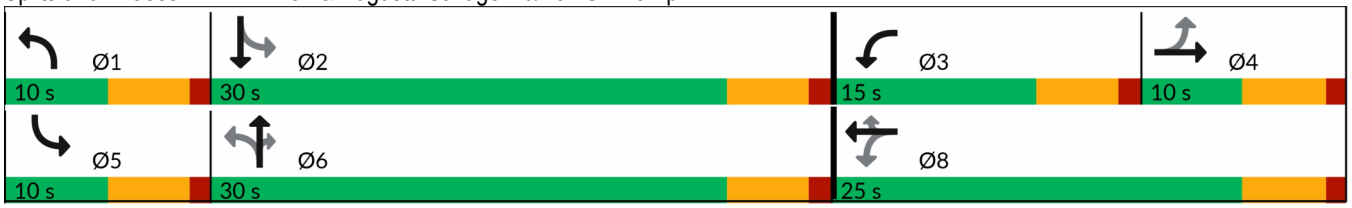


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	0	116	3	15	4	339	140	192	349	3
Future Volume (vph)	0	1	0	116	3	15	4	339	140	192	349	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850		0.999	
Flt Protected					0.954		0.950			0.950		
Satd. Flow (prot)	0	950	0	0	1522	1346	1805	1696	1495	1736	1775	0
Flt Permitted					0.731		0.547			0.445		
Satd. Flow (perm)	0	950	0	0	1167	1346	1039	1696	1495	813	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			201		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	0	1	0	118	3	15	4	346	143	196	356	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	121	15	4	346	143	196	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		12.5			12.8	12.8	23.1	21.4	21.4	26.4	27.5	
Actuated g/C Ratio		0.26			0.27	0.27	0.49	0.45	0.45	0.56	0.58	
v/c Ratio		0.00			0.38	0.03	0.00	0.45	0.18	0.34	0.34	
Control Delay (s/veh)		15.0			19.4	0.1	7.2	16.9	1.6	9.7	11.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		15.0			19.4	0.1	7.2	16.9	1.6	9.7	11.1	
LOS		B			B	A	A	B	A	A	B	
Approach Delay (s/veh)		15.0			17.3			12.4			10.7	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 47.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 12.2		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	350	540	0
Future Volume (vph)	0	4	4	350	540	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	385	593	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	385	593	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	350	540	0
Future Vol, veh/h	0	4	4	350	540	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	385	593	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	987	593	593	0	-	0
Stage 1	593	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	277	465	993	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	276	465	993	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.82	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	993	-	465	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Control Delay (s/veh)	8.6	-	12.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	348	535	0
Future Volume (vph)	0	4	2	348	535	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1789	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1789	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	395	608	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	397	608	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.2%		ICU Level of Service A	
Analysis Period (min) 15			

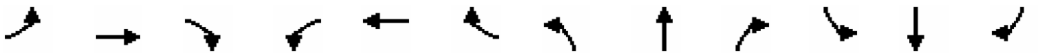
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	348	535	0
Future Vol, veh/h	0	4	2	348	535	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	395	608	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1008	608	608	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	269	418	775	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	268	418	775	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.71	0.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	418	-	-
HCM Lane V/C Ratio	0.003	-	0.011	-	-
HCM Control Delay (s/veh)	9.7	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	15	19	7	26	9	316	23	89	502	1
Future Volume (vph)	0	11	15	19	7	26	9	316	23	89	502	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.931			0.991				
Flt Protected					0.982			0.999			0.993	
Satd. Flow (prot)	0	1682	0	0	1635	0	0	1624	0	0	1807	0
Flt Permitted					0.982			0.999			0.993	
Satd. Flow (perm)	0	1682	0	0	1635	0	0	1624	0	0	1807	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	12	16	20	7	28	10	336	24	95	534	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	55	0	0	370	0	0	630	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	15	19	7	26	9	316	23	89	502	1
Future Vol, veh/h	0	11	15	19	7	26	9	316	23	89	502	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	17	8	40	15	17	1	5	0
Mvmt Flow	0	12	16	20	7	28	10	336	24	95	534	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1083	1104	535	1097	1092	348	535	0	0	361	0	0
Stage 1	724	724	-	368	368	-	-	-	-	-	-	-
Stage 2	359	380	-	729	724	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.67	6.28	4.5	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.153	3.372	2.56	-	-	2.209	-	-
Pot Cap-1 Maneuver	197	204	550	192	202	681	866	-	-	1204	-	-
Stage 1	420	419	-	656	596	-	-	-	-	-	-	-
Stage 2	663	600	-	417	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	179	550	154	177	681	866	-	-	1204	-	-
Mov Cap-2 Maneuver	159	179	-	154	177	-	-	-	-	-	-	-
Stage 1	373	372	-	647	588	-	-	-	-	-	-	-
Stage 2	619	592	-	349	363	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.58	22.68	0.24	1.24
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	293	259	271	-	-
HCM Lane V/C Ratio	0.011	-	-	0.094	0.214	0.079	-	-
HCM Control Delay (s/veh)	9.2	0	-	18.6	22.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	116	2	282	60	0	475
Future Volume (vph)	116	2	282	60	0	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.976			
Flt Protected	0.953					
Satd. Flow (prot)	1691	0	1708	0	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1691	0	1708	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	126	2	307	65	0	516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	372	0	0	516
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	116	2	282	60	0	475
Future Vol, veh/h	116	2	282	60	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	7	16	0	5
Mvmt Flow	126	2	307	65	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	855	339	0	0	372	0
Stage 1	339	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	322	708	-	-	1198	-
Stage 1	710	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	322	708	-	-	1198	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.12	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	325	1198	-
HCM Lane V/C Ratio	-	-	0.395	-	-
HCM Control Delay (s/veh)	-	-	23.1	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	34	0	285	0	48	470	0
Future Volume (vph)	0	1	4	1	0	34	0	285	0	48	470	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.999						0.995	
Satd. Flow (prot)	0	1211	0	0	1429	0	0	1776	0	0	1800	0
Flt Permitted					0.999						0.995	
Satd. Flow (perm)	0	1211	0	0	1429	0	0	1776	0	0	1800	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	35	0	297	0	50	490	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	36	0	0	297	0	0	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	4	1	0	34	0	285	0	48	470	0
Future Vol, veh/h	0	1	4	1	0	34	0	285	0	48	470	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	35	0	297	0	50	490	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	886	886	490	887	886	297	490	0	0	297	0	0
Stage 1	590	590	-	297	297	-	-	-	-	-	-	-
Stage 2	297	297	-	590	590	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	267	200	535	182	285	717	1084	-	-	1247	-	-
Stage 1	498	369	-	543	671	-	-	-	-	-	-	-
Stage 2	716	523	-	359	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	189	535	170	270	717	1084	-	-	1247	-	-
Mov Cap-2 Maneuver	240	189	-	170	270	-	-	-	-	-	-	-
Stage 1	470	348	-	543	671	-	-	-	-	-	-	-
Stage 2	681	523	-	335	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.33	10.8	0	0.74
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1084	-	-	391	657	167	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.056	0.04	-	-
HCM Control Delay (s/veh)	0	-	-	14.3	10.8	8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	4	59	8	0	77
Future Volume (vph)	14	4	59	8	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970		0.984			
Flt Protected	0.962					
Satd. Flow (prot)	1773	0	1626	0	0	1667
Flt Permitted	0.962					
Satd. Flow (perm)	1773	0	1626	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	25	7	105	14	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	119	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	59	8	0	77
Future Vol, veh/h	14	4	59	8	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	25	7	105	14	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	250	112	0	0	120	0
Stage 1	112	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	743	946	-	-	1481	-
Stage 1	917	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	743	946	-	-	1481	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.81	0	0
HCM LOS	A		

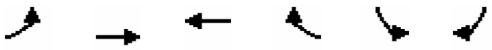
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	1481	-
HCM Lane V/C Ratio	-	-	0.041	-	-
HCM Control Delay (s/veh)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.1	0.2	0.0	1.3
Total Del/Veh (s)	3.7	9.0	1.0	0.4	4.3
Stop Delay (hr)	0.0	0.8	0.0	0.0	0.9
Stop Del/Veh (s)	2.6	6.9	0.2	0.2	3.0

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	52	84	24	48
Average Queue (ft)	10	56	2	5
95th Queue (ft)	37	71	14	26
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	1	46	0	0
Queuing Penalty (veh)	1	100	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	38	206	175	182	110	24
Future Volume (vph)	38	206	175	182	110	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.931			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	1743	1692	0	1641	1417
Flt Permitted		0.992			0.950	
Satd. Flow (perm)	0	1743	1692	0	1641	1417
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	8%	3%	6%	10%	14%
Adj. Flow (vph)	39	212	180	188	113	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	251	368	0	113	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	206	175	182	110	24
Future Vol, veh/h	38	206	175	182	110	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	8	3	6	10	14
Mvmt Flow	39	212	180	188	113	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	565	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	4.19	-	-	-	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.281	-	-	-	3.59	3.426
Pot Cap-1 Maneuver	1153	-	-	-	473	737
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1153	-	-	-	455	737
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	14.55
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	280	-	-	-	455	737
HCM Lane V/C Ratio	0.034	-	-	-	0.249	0.034
HCM Control Delay (s/veh)	8.2	0	-	-	15.5	10.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	342	32	10	369	34	14
Future Volume (vph)	342	32	10	369	34	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.959	
Flt Protected				0.999	0.966	
Satd. Flow (prot)	1791	0	0	1793	1675	0
Flt Permitted				0.999	0.966	
Satd. Flow (perm)	1791	0	0	1793	1675	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	0%	6%	0%	17%
Adj. Flow (vph)	356	33	10	384	35	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	0	0	394	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	342	32	10	369	34	14
Future Vol, veh/h	342	32	10	369	34	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	4	0	6	0	17
Mvmt Flow	356	33	10	384	35	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	390	0	778	373
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1180	-	368	641
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	364	641
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	14.83
HCM LOS			B

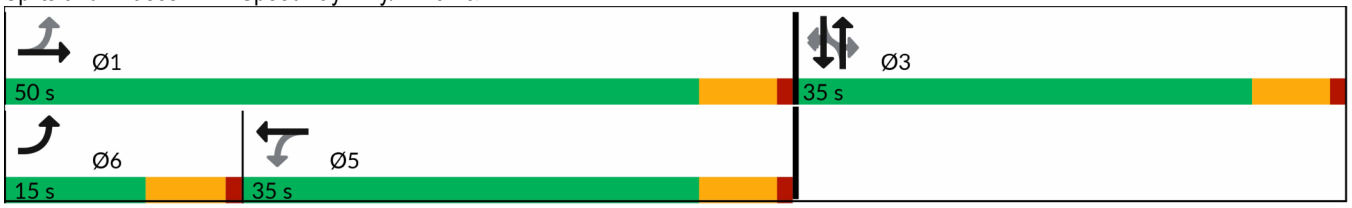
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	416	-	-	47	-
HCM Lane V/C Ratio	0.12	-	-	0.009	-
HCM Control Delay (s/veh)	14.8	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	292	5	5	282	563	8	23	7	370	45	115
Future Volume (vph)	83	292	5	5	282	563	8	23	7	370	45	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.976				0.850
Flt Protected	0.950				0.999			0.990			0.957	
Satd. Flow (prot)	1641	1817	0	0	1792	1553	0	1629	0	0	1735	1538
Flt Permitted	0.321				0.992			0.915			0.721	
Satd. Flow (perm)	554	1817	0	0	1780	1553	0	1506	0	0	1307	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				580		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	25%	0%	6%	4%	14%	11%	17%	5%	3%	5%
Adj. Flow (vph)	86	301	5	5	291	580	8	24	7	381	46	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	306	0	0	296	580	0	39	0	0	427	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	27.5	27.5			16.9	67.8		27.6			27.6	27.6
Actuated g/C Ratio	0.41	0.41			0.25	1.00		0.41			0.41	0.41
v/c Ratio	0.24	0.41			0.66	0.37		0.06			0.80	0.17
Control Delay (s/veh)	13.5	15.5			32.5	0.6		13.8			34.7	4.7
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.5	15.5			32.5	0.6		13.8			34.7	4.7
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		15.1			11.5			13.8			28.2	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 67.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	622	6	20	871	1	11
Future Volume (vph)	622	6	20	871	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.876	
Flt Protected				0.999	0.996	
Satd. Flow (prot)	1809	0	0	3429	1658	0
Flt Permitted				0.999	0.996	
Satd. Flow (perm)	1809	0	0	3429	1658	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	13%	5%	0%	0%
Adj. Flow (vph)	641	6	21	898	1	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	647	0	0	919	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

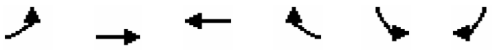
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	622	6	20	871	1	11
Future Vol, veh/h	622	6	20	871	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	13	5	0	0
Mvmt Flow	641	6	21	898	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	1135	644
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	876	-	212	476
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	876	-	205	476
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	13.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	81	-
HCM Lane V/C Ratio	0.029	-	-	0.024	-
HCM Control Delay (s/veh)	13.6	-	-	9.2	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	632	889	5	1	2
Future Volume (vph)	1	632	889	5	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.910	
Flt Protected					0.984	
Satd. Flow (prot)	0	1776	3403	0	1701	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1776	3403	0	1701	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	1	665	936	5	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	666	941	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

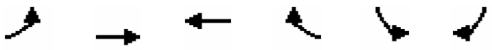
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	632	889	5	1	2
Future Vol, veh/h	1	632	889	5	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	1	665	936	5	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	941	0	-	0	1606	471
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	737	-	-	-	107	545
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	737	-	-	-	107	545
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	514	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	20.86
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	230
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s/veh)	9.9	0	-	-	20.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	633	840	0	10	53
Future Volume (vph)	0	633	840	0	10	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	4848	3374	0	1642	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	4848	3374	0	1642	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	0	659	875	0	10	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	659	875	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.7%		ICU Level of Service A	
Analysis Period (min) 15			

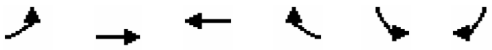
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	633	840	0	10	53
Future Vol, veh/h	0	633	840	0	10	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	2
Mvmt Flow	0	659	875	0	10	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1139	438
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	264	-
Critical Hdwy	-	-	-	-	6.25	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	0	-	-	0	230	567
Stage 1	0	-	-	0	363	-
Stage 2	0	-	-	0	724	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	230	567
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	724	-

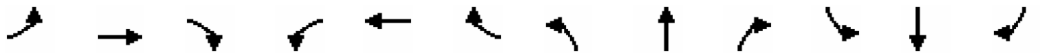
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	460
HCM Lane V/C Ratio	-	-	0.143
HCM Control Delay (s/veh)	-	-	14.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	626	841	42	0	0
Future Volume (vph)	16	626	841	42	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.993			
Flt Protected		0.999				
Satd. Flow (prot)	0	4851	3361	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4851	3361	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	17	652	876	44	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	669	920	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			

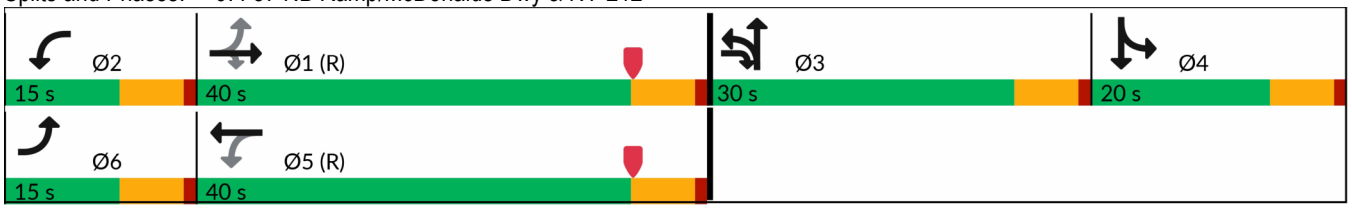


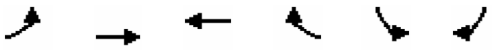
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	558	54	85	708	59	162	5	95	36	14	12
Future Volume (vph)	14	558	54	85	708	59	162	5	95	36	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.887			0.930	
Flt Protected	0.950			0.950			0.950	0.990		0.950		
Satd. Flow (prot)	1805	1792	1509	1612	3320	0	1633	1546	0	1805	1767	0
Flt Permitted	0.309			0.264			0.950	0.990		0.950		
Satd. Flow (perm)	587	1792	1509	448	3320	0	1633	1546	0	1805	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		9			102			13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	7%	12%	8%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	15	600	58	91	761	63	174	5	102	39	15	13
Shared Lane Traffic (%)							16%					
Lane Group Flow (vph)	15	600	58	91	824	0	146	135	0	39	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	60.8	56.8	78.8	66.3	62.9		14.8	14.8		6.9	6.9	
Actuated g/C Ratio	0.58	0.54	0.75	0.63	0.60		0.14	0.14		0.07	0.07	
v/c Ratio	0.03	0.61	0.05	0.25	0.41		0.63	0.44		0.33	0.21	
Control Delay (s/veh)	10.4	24.5	0.5	7.5	9.3		54.2	16.9		53.6	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.4	24.5	0.5	7.5	9.7		54.2	16.9		53.6	34.0	
LOS	B	C	A	A	A		D	B		D	C	
Approach Delay (s/veh)		22.1			9.5			36.3			45.5	
Approach LOS		C			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	689	845	0	3	8
Future Volume (vph)	0	689	845	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	0	1776	4848	0	1692	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1776	4848	0	1692	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	718	880	0	3	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	718	880	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

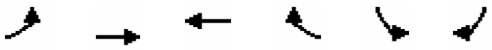
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	689	845	0	3	8
Future Vol, veh/h	0	689	845	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	0	718	880	0	3	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1598	440
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	136	487
Stage 1	0	-	-	0	297	-
Stage 2	0	-	-	0	473	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	136	487
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.13
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	286
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s/veh)	-	-	18.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	689	845	6	0	0
Future Volume (vph)	3	689	845	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1776	3372	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1776	3372	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	3	718	880	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	721	886	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.0%		ICU Level of Service A	
Analysis Period (min) 15			

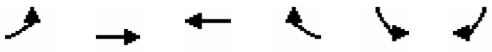
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	689	845	6	0	0
Future Vol, veh/h	3	689	845	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	3	718	880	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	1607	443
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	724	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	772	-	-	-	107	568
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	772	-	-	-	106	568
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	8	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	9.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	673	821	7	2	29
Future Volume (vph)	16	673	821	7	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.873	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	4835	3364	0	1446	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	4835	3364	0	1446	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	7%	7%	33%	50%	12%
Adj. Flow (vph)	17	701	855	7	2	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	718	862	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	673	821	7	2	29
Future Vol, veh/h	16	673	821	7	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	14	7	7	33	50	12
Mvmt Flow	17	701	855	7	2	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	863	0	-	0	1173	431
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	314	-
Critical Hdwy	4.38	-	-	-	7.25	7.14
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	2.34	-	-	-	4.15	3.42
Pot Cap-1 Maneuver	704	-	-	-	149	545
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	704	-	-	-	145	545
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.49	0	13.36
HCM LOS			B

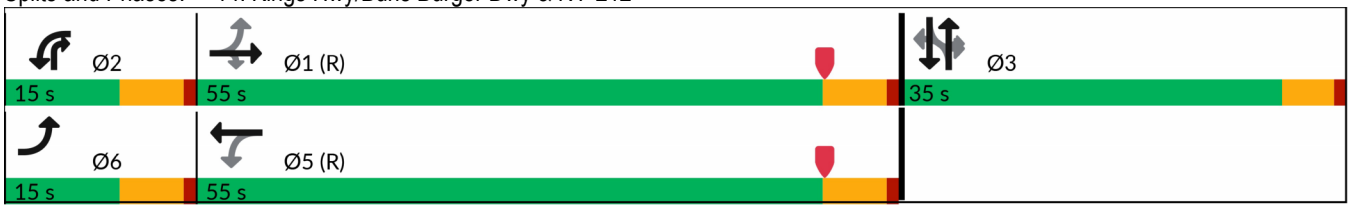
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	125	-	-	-	463
HCM Lane V/C Ratio	0.024	-	-	-	0.07
HCM Control Delay (s/veh)	10.2	0.3	-	-	13.4
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	469	201	59	540	7	286	1	67	7	2	1
Future Volume (vph)	5	469	201	59	540	7	286	1	67	7	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.986	
Flt Protected	0.950				0.995			0.953			0.966	
Satd. Flow (prot)	1805	1845	1538	0	3388	0	0	1725	1583	0	1810	0
Flt Permitted	0.412				0.830			0.720			0.825	
Satd. Flow (perm)	783	1845	1538	0	2826	0	0	1303	1583	0	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209		2				70		1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	14%	5%	0%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	5	489	209	61	563	7	298	1	70	7	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	489	209	0	631	0	0	299	70	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	62.5	58.8	58.8		66.0			26.8	36.3		26.8	
Actuated g/C Ratio	0.60	0.56	0.56		0.63			0.26	0.35		0.26	
v/c Ratio	0.00	0.47	0.21		0.35			0.90	0.11		0.02	
Control Delay (s/veh)	8.0	10.5	2.1		6.4			67.7	5.7		26.1	
Queue Delay	0.0	0.3	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	8.0	10.9	2.1		6.7			67.7	5.7		26.1	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		8.3			6.7			56.0			26.1	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	536	7	11	601	5	9
Future Volume (vph)	536	7	11	601	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.910	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	3466	0	0	3400	1701	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3466	0	0	3400	1701	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	10%	6%	0%	0%
Adj. Flow (vph)	570	7	12	639	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	577	0	0	651	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

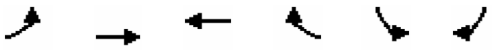
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	536	7	11	601	5	9
Future Vol, veh/h	536	7	11	601	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	10	6	0	0
Mvmt Flow	570	7	12	639	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	578	0	917	289
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.3	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	939	-	275	714
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	939	-	271	714
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	13.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	451	-	-	65	-
HCM Lane V/C Ratio	0.033	-	-	0.012	-
HCM Control Delay (s/veh)	13.3	-	-	8.9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

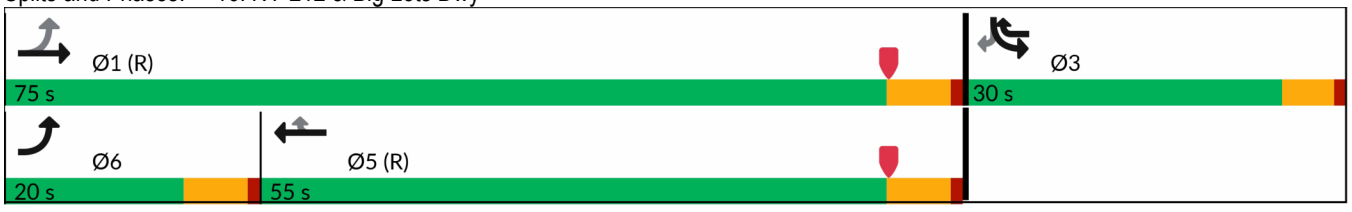


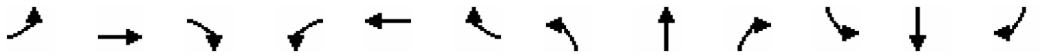
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	479	513	102	70	99
Future Volume (vph)	65	479	513	102	70	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1827	3438	1599	1805	1583
Flt Permitted	0.417				0.950	
Satd. Flow (perm)	762	1827	3438	1599	1805	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		104
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	5%	1%	0%	2%
Adj. Flow (vph)	68	504	540	107	74	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	504	540	107	74	104
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.3	85.3	76.0	91.7	8.7	8.7
Actuated g/C Ratio	0.81	0.81	0.72	0.87	0.08	0.08
v/c Ratio	0.10	0.33	0.21	0.07	0.49	0.46
Control Delay (s/veh)	2.2	2.4	5.7	0.4	56.5	15.5
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.2	2.7	5.7	0.4	56.5	15.5
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.7	4.9		32.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	544	5	26	612	1	3	1	82	1	0	0
Future Volume (vph)	0	544	5	26	612	1	3	1	82	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.871				
Flt Protected				0.950				0.998			0.950	
Satd. Flow (prot)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Flt Permitted				0.950				0.998			0.950	
Satd. Flow (perm)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	591	5	28	665	1	3	1	89	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	596	0	28	666	0	0	93	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	544	5	26	612	1	3	1	82	1	0	0
Future Vol, veh/h	0	544	5	26	612	1	3	1	82	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	4	6	0	0	0	4	0	0	0
Mvmt Flow	0	591	5	28	665	1	3	1	89	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	597	0	0	1316	1317	594	1314	1319	666
Stage 1	-	-	-	-	-	-	594	594	-	722	722	-
Stage 2	-	-	-	-	-	-	722	723	-	592	597	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	933	-	-	970	-	-	136	159	501	136	158	463
Stage 1	-	-	-	-	-	-	495	496	-	421	434	-
Stage 2	-	-	-	-	-	-	421	434	-	496	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	933	-	-	970	-	-	132	154	501	108	154	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	154	-	108	154	-
Stage 1	-	-	-	-	-	-	495	496	-	409	422	-
Stage 2	-	-	-	-	-	-	409	421	-	407	495	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.36	15.2	38.62
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	933	-	-	970	-	-	108
HCM Lane V/C Ratio	0.21	-	-	-	0.029	-	-	0.01
HCM Control Delay (s/veh)	15.2	0	-	-	8.8	-	-	38.6
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0

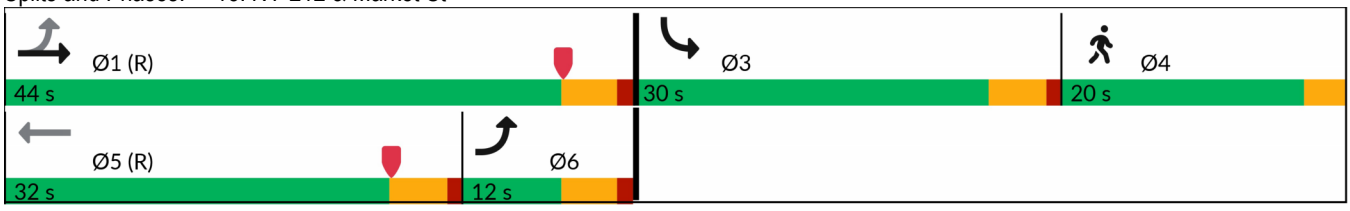


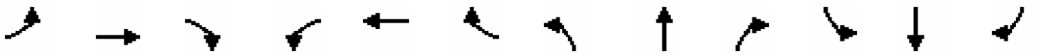
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	112	310	341	103	81	85	
Future Volume (vph)	112	310	341	103	81	85	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.969		0.931		
Flt Protected	0.950				0.976		
Satd. Flow (prot)	1671	1827	1747	0	1644	0	
Flt Permitted	0.425				0.976		
Satd. Flow (perm)	748	1827	1747	0	1644	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	8%	4%	7%	0%	5%	5%	
Adj. Flow (vph)	120	333	367	111	87	91	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	120	333	478	0	178	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	69.4	69.4	57.4		14.6		
Actuated g/C Ratio	0.74	0.74	0.61		0.16		
v/c Ratio	0.19	0.24	0.44		0.70		
Control Delay (s/veh)	5.6	5.0	12.3		51.6		
Queue Delay	0.0	0.0	1.2		0.0		
Total Delay (s/veh)	5.6	5.0	13.6		51.6		
LOS	A	A	B		D		
Approach Delay (s/veh)		5.2	13.6		51.7		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





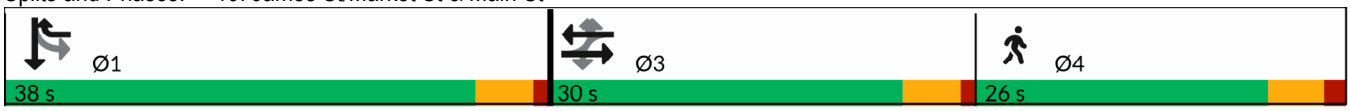
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	28	2	4	41	244	0	0	0	242	10	161
Future Volume (vph)	222	28	2	4	41	244	0	0	0	242	10	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.947	
Flt Protected		0.958			0.996						0.972	
Satd. Flow (prot)	0	1764	0	0	1842	1524	0	0	0	0	1709	0
Flt Permitted		0.716			0.974						0.972	
Satd. Flow (perm)	0	1318	0	0	1801	1524	0	0	0	0	1709	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	0%	0%	3%	6%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	244	31	2	4	45	268	0	0	0	266	11	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	49	268	0	0	0	0	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.3			18.3	49.8					20.9	
Actuated g/C Ratio		0.37			0.37	1.00					0.42	
v/c Ratio		0.57			0.07	0.17					0.63	
Control Delay (s/veh)		19.7			12.4	0.2					16.2	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		19.7			12.4	0.2					16.2	
LOS		B			B	A					B	
Approach Delay (s/veh)		19.7			2.1						16.3	
Approach LOS		B			A						B	

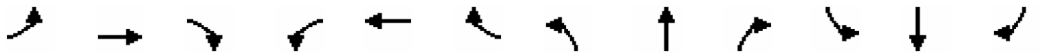
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 49.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



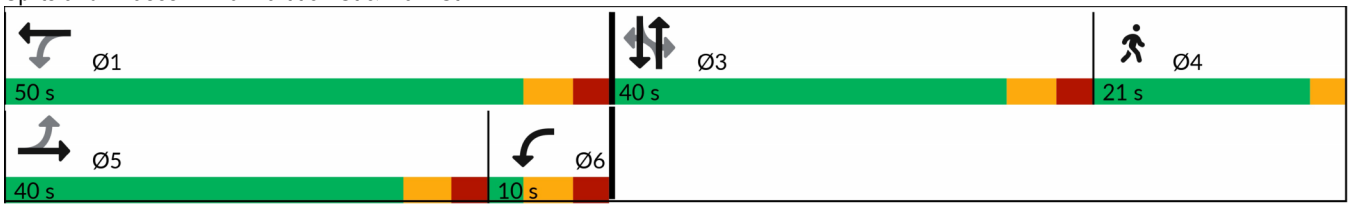
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	105	154	128	153	7	118	48	90	7	50	17
Future Volume (vph)	11	105	154	128	153	7	118	48	90	7	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.997			0.953			0.969	
Flt Protected		0.998			0.978			0.977			0.995	
Satd. Flow (prot)	0	1712	0	0	1774	0	0	1698	0	0	1803	0
Flt Permitted		0.979			0.743			0.812			0.957	
Satd. Flow (perm)	0	1679	0	0	1348	0	0	1411	0	0	1734	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	1%	4%	5%	0%	6%	0%	4%	0%	0%	7%
Adj. Flow (vph)	12	115	169	141	168	8	130	53	99	8	55	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	0	0	317	0	0	282	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.2			22.2			20.0			20.0	
Actuated g/C Ratio		0.39			0.39			0.35			0.35	
v/c Ratio		0.45			0.60			0.57			0.13	
Control Delay (s/veh)		16.0			20.2			22.1			15.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		16.0			20.2			22.1			15.2	
LOS		B			C			C			B	
Approach Delay (s/veh)		16.1			20.3			22.1			15.3	
Approach LOS		B			C			C			B	

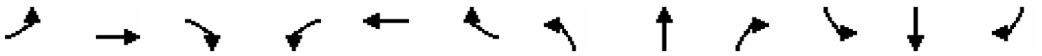
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 19.1		Intersection LOS: B	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

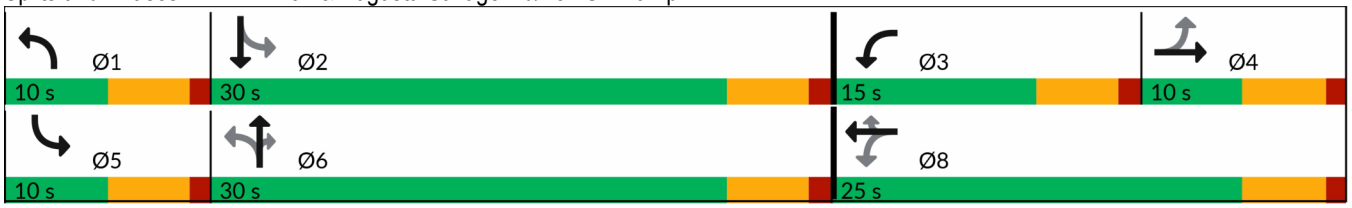


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	141	1	23	1	567	102	162	389	1
Future Volume (vph)	1	1	1	141	1	23	1	567	102	162	389	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850			0.850			
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1693	1455	1805	1810	1455	1687	1827	0
Flt Permitted		0.907			0.726		0.522			0.248		
Satd. Flow (perm)	0	1646	0	0	1290	1455	992	1810	1455	440	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				117			201			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	0%	11%	0%	5%	11%	7%	4%	0%
Adj. Flow (vph)	1	1	1	148	1	24	1	597	107	171	409	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	149	24	1	597	107	171	410	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		11.3			11.7	11.7	28.9	24.2	24.2	33.7	34.2	
Actuated g/C Ratio		0.21			0.22	0.22	0.54	0.45	0.45	0.63	0.64	
v/c Ratio		0.00			0.53	0.05	0.00	0.73	0.13	0.43	0.35	
Control Delay (s/veh)		15.0			26.4	0.2	6.0	22.1	0.4	10.3	9.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		15.0			26.4	0.2	6.0	22.1	0.4	10.3	9.7	
LOS		B			C	A	A	C	A	B	A	
Approach Delay (s/veh)		15.0			22.8			18.8			9.9	
Approach LOS		B			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 53.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	0	591	543	3
Future Volume (vph)	1	10	0	591	543	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876				0.999	
Flt Protected	0.996					
Satd. Flow (prot)	1658	0	1900	1845	1843	0
Flt Permitted	0.996					
Satd. Flow (perm)	1658	0	1900	1845	1843	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	1	11	0	635	584	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	635	587	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	0	591	543	3
Future Vol, veh/h	1	10	0	591	543	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	1	11	0	635	584	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1221	585	587	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	200	514	998	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	514	998	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.21	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	998	-	450	-	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s/veh)	0	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	3	589	541	2
Future Volume (vph)	1	5	3	589	541	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992					
Satd. Flow (prot)	1384	0	0	1845	1827	0
Flt Permitted	0.992					
Satd. Flow (perm)	1384	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	25%	0%	3%	4%	0%
Adj. Flow (vph)	1	5	3	614	564	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	617	566	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

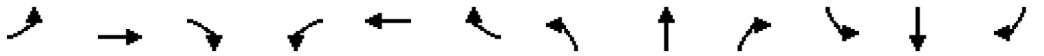
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	3	589	541	2
Future Vol, veh/h	1	5	3	589	541	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	25	0	3	4	0
Mvmt Flow	1	5	3	614	564	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1184	565	566	0	-	0
Stage 1	565	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	211	483	1016	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	483	1016	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.21	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	397	-	-
HCM Lane V/C Ratio	0.003	-	0.016	-	-
HCM Control Delay (s/veh)	8.6	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	7	20	10	46	22	557	11	44	518	3
Future Volume (vph)	0	14	7	20	10	46	22	557	11	44	518	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.918			0.998			0.999	
Flt Protected					0.987			0.998			0.996	
Satd. Flow (prot)	0	1551	0	0	1642	0	0	1788	0	0	1792	0
Flt Permitted					0.987			0.998			0.996	
Satd. Flow (perm)	0	1551	0	0	1642	0	0	1788	0	0	1792	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	17%	17%	6%	11%	3%	0%	6%	10%	12%	5%	0%
Adj. Flow (vph)	0	16	8	22	11	51	24	619	12	49	576	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	84	0	0	655	0	0	628	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	7	20	10	46	22	557	11	44	518	3
Future Vol, veh/h	0	14	7	20	10	46	22	557	11	44	518	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	17	17	6	11	3	0	6	10	12	5	0
Mvmt Flow	0	16	8	22	11	51	24	619	12	49	576	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1348	1355	577	1355	1351	625	579	0	0	631	0	0
Stage 1	675	675	-	674	674	-	-	-	-	-	-	-
Stage 2	673	680	-	681	677	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	6.37	7.16	6.61	6.23	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	3.453	3.554	4.099	3.327	2.2	-	-	2.308	-	-
Pot Cap-1 Maneuver	129	139	489	124	144	483	1005	-	-	905	-	-
Stage 1	447	431	-	438	440	-	-	-	-	-	-	-
Stage 2	448	429	-	434	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	123	489	96	128	483	1005	-	-	905	-	-
Mov Cap-2 Maneuver	94	123	-	96	128	-	-	-	-	-	-	-
Stage 1	411	397	-	421	424	-	-	-	-	-	-	-
Stage 2	375	413	-	377	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.51	35.83	0.32	0.72
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	67	-	-	164	199	140	-	-
HCM Lane V/C Ratio	0.024	-	-	0.142	0.425	0.054	-	-
HCM Control Delay (s/veh)	8.7	0	-	30.5	35.8	9.2	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.9	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	110	0	487	115	0	454
Future Volume (vph)	110	0	487	115	0	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974			
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	1815	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	1815	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	1%	6%	0%	3%
Adj. Flow (vph)	118	0	524	124	0	488
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	648	0	0	488
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

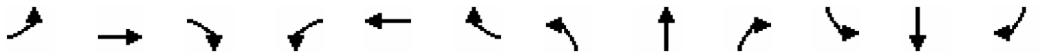
Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	110	0	487	115	0	454
Future Vol, veh/h	110	0	487	115	0	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	1	6	0	3
Mvmt Flow	118	0	524	124	0	488

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1074	585	0	0	647	0
Stage 1	585	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	242	514	-	-	948	-
Stage 1	555	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	514	-	-	948	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	33.22	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	242	948	-
HCM Lane V/C Ratio	-	-	0.488	-	-
HCM Control Delay (s/veh)	-	-	33.2	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1	86	1	485	1	61	453	1
Future Volume (vph)	0	0	0	1	1	86	1	485	1	61	453	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868							
Flt Protected					0.999						0.994	
Satd. Flow (prot)	0	1900	0	0	1542	0	0	1863	0	0	1825	0
Flt Permitted					0.999						0.994	
Satd. Flow (perm)	0	1900	0	0	1542	0	0	1863	0	0	1825	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	2%	0%	7%	3%	0%
Adj. Flow (vph)	0	0	0	1	1	89	1	500	1	63	467	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	91	0	0	502	0	0	531	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	1	86	1	485	1	61	453	1
Future Vol, veh/h	0	0	0	1	1	86	1	485	1	61	453	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	7	3	0
Mvmt Flow	0	0	0	1	1	89	1	500	1	63	467	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1096	1096	468	1095	1096	501	468	0	0	501	0	0
Stage 1	593	593	-	503	503	-	-	-	-	-	-	-
Stage 2	503	503	-	593	594	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.27	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.363	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	193	215	600	193	215	560	1104	-	-	1038	-	-
Stage 1	495	496	-	555	545	-	-	-	-	-	-	-
Stage 2	555	545	-	496	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	197	600	177	197	560	1104	-	-	1038	-	-
Mov Cap-2 Maneuver	148	197	-	177	197	-	-	-	-	-	-	-
Stage 1	455	456	-	554	544	-	-	-	-	-	-	-
Stage 2	466	544	-	455	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.08	0.02	1.03
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	-	536	213	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.169	0.061	-	-
HCM Control Delay (s/veh)	8.3	0	-	0	13.1	8.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	9	68	14	6	49
Future Volume (vph)	8	9	68	14	6	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929		0.976			
Flt Protected	0.977					0.995
Satd. Flow (prot)	1495	0	1753	0	0	1810
Flt Permitted	0.977					0.995
Satd. Flow (perm)	1495	0	1753	0	0	1810
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	29%	7%	0%	0%	5%
Adj. Flow (vph)	8	9	71	15	6	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	86	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	68	14	6	49
Future Vol, veh/h	8	9	68	14	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	29	7	0	0	5
Mvmt Flow	8	9	71	15	6	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	142	78	0	0	85	0
Stage 1	78	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.49	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	-	-	2.2	-
Pot Cap-1 Maneuver	856	913	-	-	1524	-
Stage 1	950	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	913	-	-	1524	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.16	0	0.8
HCM LOS	A		

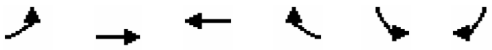
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	196	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.1	0.2	0.0	1.3
Total Del/Veh (s)	6.8	8.6	0.9	0.4	4.0
Stop Delay (hr)	0.0	0.8	0.0	0.0	0.9
Stop Del/Veh (s)	5.8	6.4	0.2	0.1	2.7

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	45	78	29	30
Average Queue (ft)	9	54	1	3
95th Queue (ft)	33	65	13	18
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	1	42	0	0
Queuing Penalty (veh)	1	90	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	186	223	160	81	32
Future Volume (vph)	42	186	223	160	81	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.944			0.850
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	1843	1786	0	1787	1509
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	1843	1786	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	46	202	242	174	88	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	248	416	0	88	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

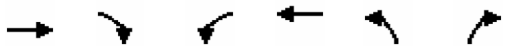
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	186	223	160	81	32
Future Vol, veh/h	42	186	223	160	81	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	46	202	242	174	88	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	416	0	-	0	623	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1137	-	-	-	452	701
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1137	-	-	-	431	701
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.53	0	14.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	332	-	-	-	431	701
HCM Lane V/C Ratio	0.04	-	-	-	0.204	0.05
HCM Control Delay (s/veh)	8.3	0	-	-	15.5	10.4
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	292	16	15	393	36	15
Future Volume (vph)	292	16	15	393	36	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.960	
Flt Protected				0.998	0.966	
Satd. Flow (prot)	1862	0	0	1868	1691	0
Flt Permitted				0.998	0.966	
Satd. Flow (perm)	1862	0	0	1868	1691	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	324	18	17	437	40	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	342	0	0	454	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

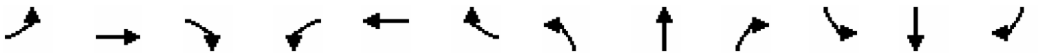
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	292	16	15	393	36	15
Future Vol, veh/h	292	16	15	393	36	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	324	18	17	437	40	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	342	0	803	333
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1153	-	355	682
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	349	682
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	15.27
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	-	-	66	-
HCM Lane V/C Ratio	0.139	-	-	0.014	-
HCM Control Delay (s/veh)	15.3	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

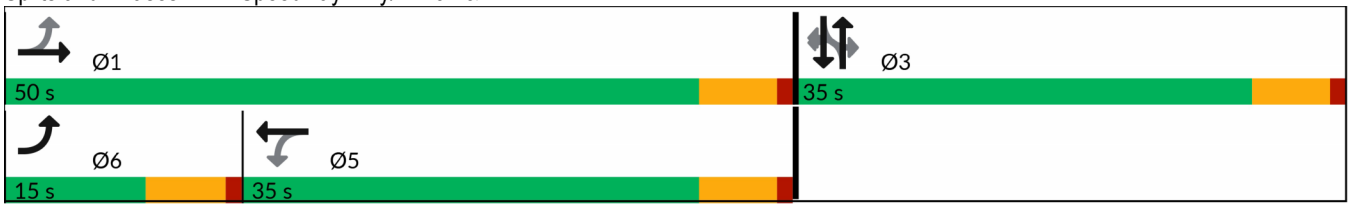


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	245	10	2	302	724	7	24	7	301	28	110
Future Volume (vph)	78	245	10	2	302	724	7	24	7	301	28	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.974				0.850
Flt Protected	0.950							0.991			0.956	
Satd. Flow (prot)	1736	1871	0	0	1863	1583	0	1834	0	0	1768	1615
Flt Permitted	0.314				0.998			0.922			0.713	
Satd. Flow (perm)	574	1871	0	0	1859	1583	0	1706	0	0	1318	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				787		8				120
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	85	266	11	2	328	787	8	26	8	327	30	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	277	0	0	330	787	0	42	0	0	357	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	28.1	28.1			17.7	63.9		22.5			22.5	22.5
Actuated g/C Ratio	0.44	0.44			0.28	1.00		0.35			0.35	0.35
v/c Ratio	0.21	0.33			0.64	0.49		0.06			0.77	0.18
Control Delay (s/veh)	12.1	12.9			29.1	1.1		14.2			33.6	4.6
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	12.1	12.9			29.1	1.1		14.2			33.6	4.6
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		12.7			9.4			14.2			26.4	
Approach LOS		B			A			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 63.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	585	5	20	1071	1	13
Future Volume (vph)	585	5	20	1071	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3533	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3533	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	629	5	22	1152	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	634	0	0	1174	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

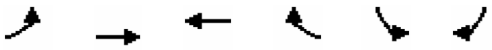
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	585	5	20	1071	1	13
Future Vol, veh/h	585	5	20	1071	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	629	5	22	1152	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	634	0	1251	632
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	924	-	180	484
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	924	-	173	484
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	13.69
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	66	-
HCM Lane V/C Ratio	0.035	-	-	0.023	-
HCM Control Delay (s/veh)	13.7	-	-	9	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	595	1088	4	3	2
Future Volume (vph)	3	595	1088	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3536	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3536	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	640	1170	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	643	1174	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

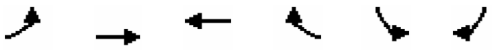
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	595	1088	4	3	2
Future Vol, veh/h	3	595	1088	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	640	1170	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1174	0	-	0	1818	587
Stage 1	-	-	-	-	1172	-
Stage 2	-	-	-	-	646	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	602	-	-	-	78	458
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	602	-	-	-	78	458
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	37.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	9	-	-	-	116
HCM Lane V/C Ratio	0.005	-	-	-	0.046
HCM Control Delay (s/veh)	11	0	-	-	37.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	597	1030	0	11	62
Future Volume (vph)	0	597	1030	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	642	1108	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	642	1108	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

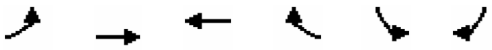
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	597	1030	0	11	62
Future Vol, veh/h	0	597	1030	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	642	1108	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1364	554
Stage 1	-	-	-	-	1108	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	170	481
Stage 1	0	-	-	0	276	-
Stage 2	0	-	-	0	730	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	170	481
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	730	-

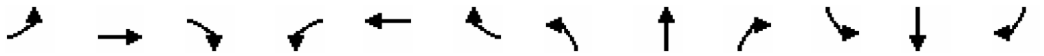
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.02
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	378
HCM Lane V/C Ratio	-	-	0.208
HCM Control Delay (s/veh)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	596	1030	45	0	0
Future Volume (vph)	12	596	1030	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.994			
Flt Protected		0.999				
Satd. Flow (prot)	0	5082	3521	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5082	3521	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	641	1108	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	654	1156	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

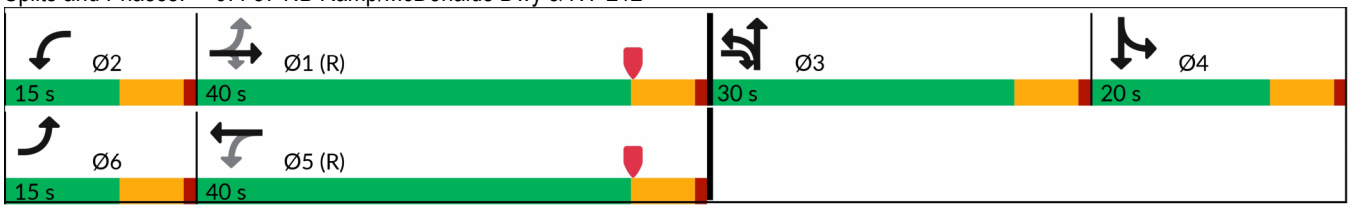


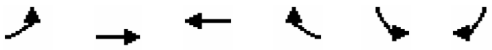
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	527	44	92	750	44	296	26	119	36	13	29
Future Volume (vph)	26	527	44	92	750	44	296	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.916			0.897	
Flt Protected	0.950			0.950			0.950	0.984		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3515	0	1665	1594	0	1752	1704	0
Flt Permitted	0.273			0.261			0.950	0.984		0.950		
Satd. Flow (perm)	519	1863	1615	477	3515	0	1665	1594	0	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		6			56			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	561	47	98	798	47	315	28	127	38	14	31
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	28	561	47	98	845	0	243	227	0	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	55.8	51.4	78.6	60.1	55.2		20.0	20.0		6.9	6.9	
Actuated g/C Ratio	0.53	0.49	0.75	0.57	0.53		0.19	0.19		0.07	0.07	
v/c Ratio	0.08	0.61	0.03	0.27	0.45		0.76	0.65		0.33	0.32	
Control Delay (s/veh)	12.6	27.5	0.1	10.5	14.0		56.0	37.8		53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.6	27.5	0.1	10.5	14.3		56.0	37.8		53.9	28.3	
LOS	B	C	A	B	B		E	D		D	C	
Approach Delay (s/veh)		24.9			13.9			47.2			40.1	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 25.6		Intersection LOS: C	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	681	876	0	2	9
Future Volume (vph)	0	681	876	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	709	913	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	709	913	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

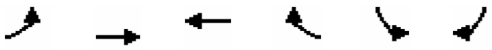
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	681	876	0	2	9
Future Vol, veh/h	0	681	876	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	709	913	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1622	456
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	709	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	132	476
Stage 1	0	-	-	0	284	-
Stage 2	0	-	-	0	477	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	132	476
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	16.57
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	323
HCM Lane V/C Ratio	-	-	0.036
HCM Control Delay (s/veh)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	681	876	13	1	0
Future Volume (vph)	2	681	876	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	709	913	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	711	927	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

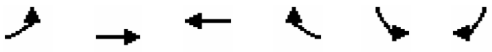
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	681	876	13	1	0
Future Vol, veh/h	2	681	876	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	709	913	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	926	0	-	0	1633	463
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	714	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	746	-	-	-	103	551
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	746	-	-	-	102	551
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	40.53
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	102
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Control Delay (s/veh)	9.8	0	-	-	40.5
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	668	847	8	4	42
Future Volume (vph)	14	668	847	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5074	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5074	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	696	882	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	711	890	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.7%		ICU Level of Service A	
Analysis Period (min) 15			

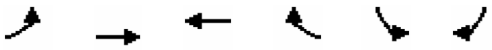
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	668	847	8	4	42
Future Vol, veh/h	14	668	847	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	696	882	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	891	0	-	0	1194	445
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	720	-	-	-	175	539
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	720	-	-	-	171	539
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.42	0	13.86
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	111	-	-	-	454
HCM Lane V/C Ratio	0.02	-	-	-	0.106
HCM Control Delay (s/veh)	10.1	0.2	-	-	13.9
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	671	847	0	0	8
Future Volume (vph)	0	671	847	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	706	892	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	706	892	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	671	847	0	0	8
Future Vol, veh/h	0	671	847	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	706	892	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	446
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	565
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	565
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.46
HCM LOS			B

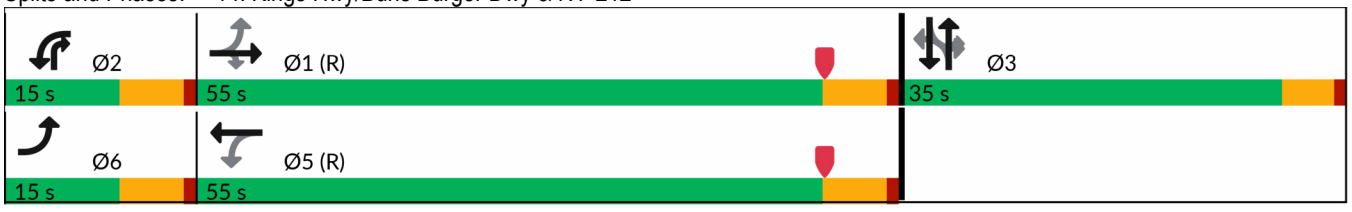
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	565
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	491	174	65	539	2	305	3	70	2	4	2
Future Volume (vph)	7	491	174	65	539	2	305	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3480	0	0	1742	1568	0	1813	0
Flt Permitted	0.410				0.787			0.723			0.941	
Satd. Flow (perm)	779	1881	1538	0	2753	0	0	1321	1568	0	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			183						74		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	517	183	68	567	2	321	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	517	183	0	637	0	0	324	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	61.4	57.6	57.6		64.8			27.9	37.5		27.9	
Actuated g/C Ratio	0.58	0.55	0.55		0.62			0.27	0.36		0.27	
v/c Ratio	0.01	0.50	0.19		0.36			0.92	0.12		0.01	
Control Delay (s/veh)	9.5	13.5	2.8		7.0			70.2	5.5		24.1	
Queue Delay	0.0	0.4	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	9.5	13.9	2.8		7.3			70.2	5.5		24.1	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		11.0			7.3			58.2			24.1	
Approach LOS		B			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	3	12	598	9	12
Future Volume (vph)	560	3	12	598	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	583	3	13	623	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	586	0	0	636	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

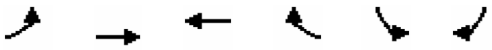
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	560	3	12	598	9	12
Future Vol, veh/h	560	3	12	598	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	583	3	13	623	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	586	0	921	293
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	998	-	250	709
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	998	-	246	709
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	14.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	71	-
HCM Lane V/C Ratio	0.056	-	-	0.013	-
HCM Control Delay (s/veh)	14.7	-	-	8.7	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

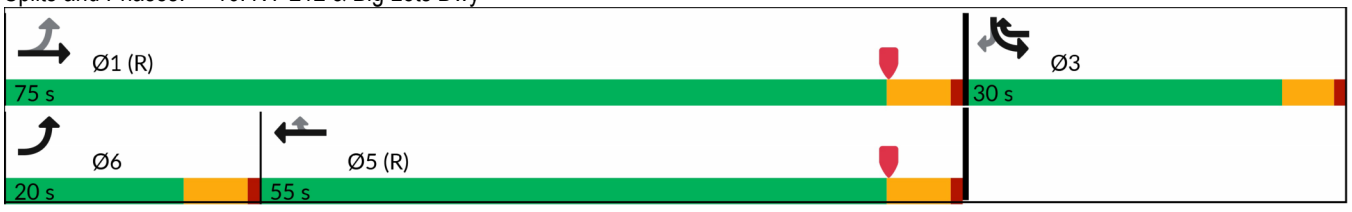


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	466	494	102	66	115
Future Volume (vph)	106	466	494	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.430				0.950	
Satd. Flow (perm)	801	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	480	509	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	480	509	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.15	0.31	0.20	0.07	0.47	0.50
Control Delay (s/veh)	2.3	2.3	6.0	0.4	56.4	15.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.3	2.6	6.0	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.6	5.1		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	527	5	32	592	2	3	0	69	1	0	1
Future Volume (vph)	0	527	5	32	592	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	606	6	37	680	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	612	0	37	682	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	527	5	32	592	2	3	0	69	1	0	1
Future Vol, veh/h	0	527	5	32	592	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	606	6	37	680	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	683	0	0	611	0	0	1363	1365	609	1361	1367	682
Stage 1	-	-	-	-	-	-	609	609	-	755	755	-
Stage 2	-	-	-	-	-	-	754	756	-	606	611	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	920	-	-	963	-	-	126	149	488	127	148	454
Stage 1	-	-	-	-	-	-	486	489	-	404	419	-
Stage 2	-	-	-	-	-	-	404	419	-	488	487	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	963	-	-	121	143	488	102	143	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	143	-	102	143	-
Stage 1	-	-	-	-	-	-	486	489	-	388	403	-
Stage 2	-	-	-	-	-	-	388	403	-	408	487	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.45	15.26	26.91
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	920	-	-	963	-	-	167
HCM Lane V/C Ratio	0.191	-	-	-	0.038	-	-	0.014
HCM Control Delay (s/veh)	15.3	0	-	-	8.9	-	-	26.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0

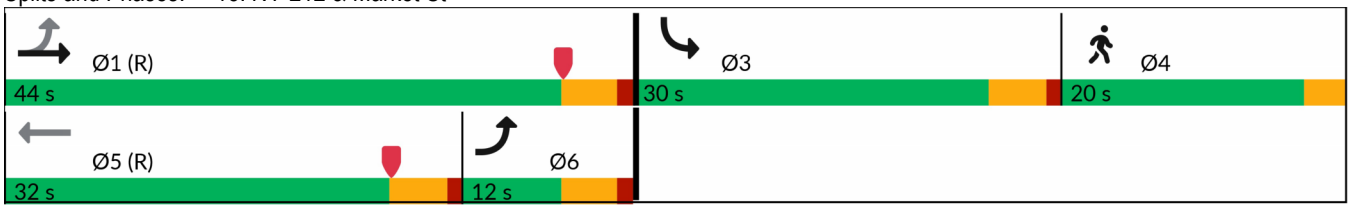


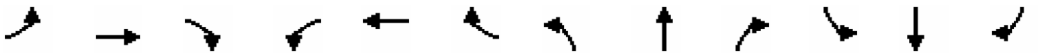
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	115	293	333	93	82	132	
Future Volume (vph)	115	293	333	93	82	132	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.970		0.917		
Flt Protected	0.950				0.981		
Satd. Flow (prot)	1687	1827	1757	0	1642	0	
Flt Permitted	0.444				0.981		
Satd. Flow (perm)	788	1827	1757	0	1642	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	119	302	343	96	85	136	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	119	302	439	0	221	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	67.0	67.0	55.0		17.0		
Actuated g/C Ratio	0.71	0.71	0.59		0.18		
v/c Ratio	0.18	0.23	0.42		0.74		
Control Delay (s/veh)	6.5	5.8	13.3		51.4		
Queue Delay	0.0	0.0	1.1		0.0		
Total Delay (s/veh)	6.5	5.8	14.4		51.4		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.0	14.5		51.5		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 18.8		Intersection LOS: B	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





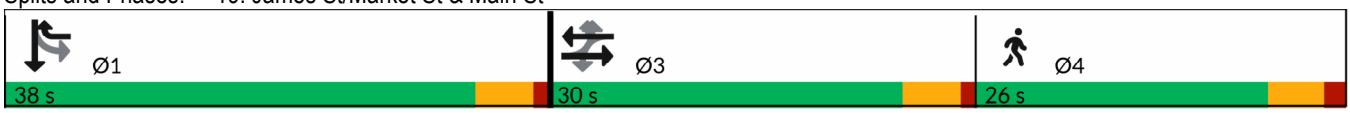
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	223	0	0	0	222	7	139
Future Volume (vph)	223	47	9	9	40	223	0	0	0	222	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.949	
Flt Protected		0.962			0.991						0.971	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1687	0
Flt Permitted		0.733			0.932						0.971	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1687	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	237	0	0	0	236	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	237	0	0	0	0	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.4			18.4	46.9					18.0	
Actuated g/C Ratio		0.39			0.39	1.00					0.38	
v/c Ratio		0.56			0.07	0.15					0.60	
Control Delay (s/veh)		17.0			10.6	0.2					16.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.0			10.6	0.2					16.6	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.1			2.1						16.7	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 46.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

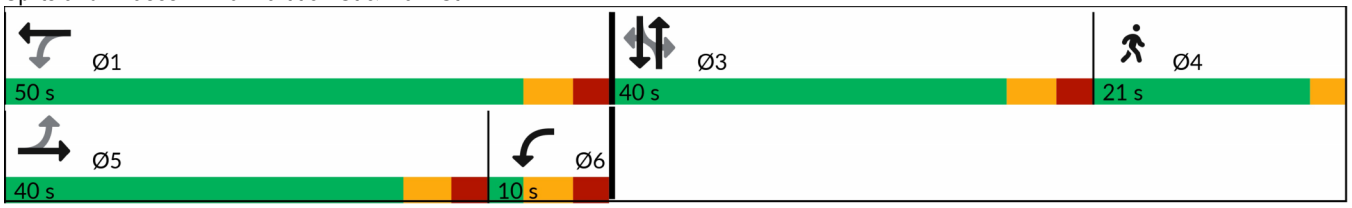
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	108	142	107	142	7	121	58	82	2	65	10
Future Volume (vph)	20	108	142	107	142	7	121	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.929			0.996			0.958			0.982	
Flt Protected		0.996			0.979			0.977			0.999	
Satd. Flow (prot)	0	1692	0	0	1732	0	0	1726	0	0	1864	0
Flt Permitted		0.959			0.767			0.812			0.991	
Satd. Flow (perm)	0	1629	0	0	1357	0	0	1434	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	114	149	113	149	7	127	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	284	0	0	269	0	0	274	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.1			18.1			18.1			18.1	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.49			0.56			0.53			0.12	
Control Delay (s/veh)		16.8			19.0			18.8			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		16.8			19.0			18.8			13.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		16.8			19.1			18.8			13.0	
Approach LOS		B			B			B			B	

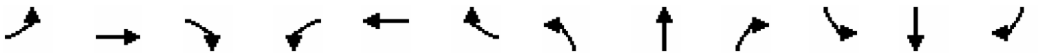
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 51.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 17.8		Intersection LOS: B	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

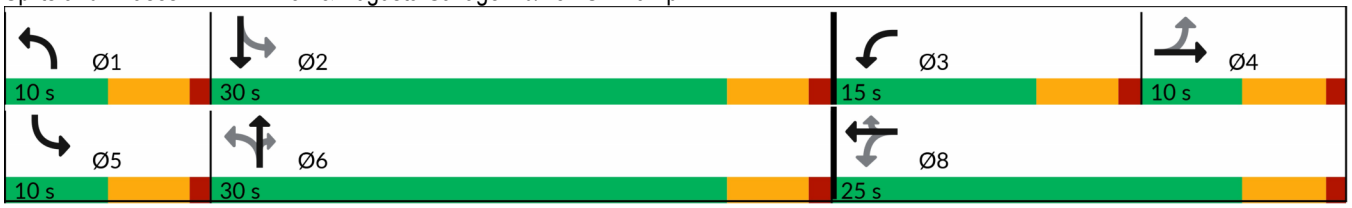


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	0	171	1	26	8	716	103	190	268	2
Future Volume (vph)	1	0	0	171	1	26	8	716	103	190	268	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850		0.999	
Flt Protected		0.950			0.953		0.950			0.950		
Satd. Flow (prot)	0	1805	0	0	1775	1495	1805	1863	1553	1736	1855	0
Flt Permitted		0.604			0.728		0.584			0.136		
Satd. Flow (perm)	0	1148	0	0	1356	1495	1110	1863	1553	248	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			201		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	1	0	0	182	1	28	9	762	110	202	285	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	183	28	9	762	110	202	287	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		10.6			10.6	10.6	30.4	25.7	25.7	34.8	33.9	
Actuated g/C Ratio		0.19			0.19	0.19	0.54	0.46	0.46	0.62	0.60	
v/c Ratio		0.00			0.71	0.07	0.01	0.89	0.13	0.70	0.25	
Control Delay (s/veh)		17.0			37.1	0.3	5.2	32.6	0.5	25.5	8.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		17.0			37.1	0.3	5.2	32.6	0.5	25.5	8.0	
LOS		B			D	A	A	C	A	C	A	
Approach Delay (s/veh)		17.0			32.3			28.3			15.3	
Approach LOS		B			C			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 56.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 24.8		Intersection LOS: C	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	729	452	0
Future Volume (vph)	0	9	14	729	452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	801	497	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	801	497	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	729	452	0
Future Vol, veh/h	0	9	14	729	452	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	801	497	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1329	497	497	0	-	0
Stage 1	497	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	173	577	1037	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	577	1037	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.34	0.16	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1037	-	577	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	8.5	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	725	447	1
Future Volume (vph)	0	5	4	725	447	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	806	497	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	810	498	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

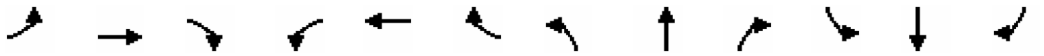
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	725	447	1
Future Vol, veh/h	0	5	4	725	447	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	806	497	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1312	497	498	0	-	0
Stage 1	497	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	177	577	1077	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	577	1077	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.3	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	577	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s/veh)	8.4	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	9	4	53	19	691	15	45	427	1
Future Volume (vph)	0	5	12	9	4	53	19	691	15	45	427	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.891			0.997				
Flt Protected					0.993			0.999			0.995	
Satd. Flow (prot)	0	1714	0	0	1626	0	0	1857	0	0	1854	0
Flt Permitted					0.993			0.999			0.995	
Satd. Flow (perm)	0	1714	0	0	1626	0	0	1857	0	0	1854	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	10	4	58	21	759	16	49	469	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	72	0	0	796	0	0	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	12	9	4	53	19	691	15	45	427	1
Future Vol, veh/h	0	5	12	9	4	53	19	691	15	45	427	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	13	0	2	0	2	0	2	2	0
Mvmt Flow	0	5	13	10	4	58	21	759	16	49	469	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1372	1386	470	1380	1379	768	470	0	0	776	0	0
Stage 1	569	569	-	809	809	-	-	-	-	-	-	-
Stage 2	803	818	-	571	569	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	124	144	598	115	146	402	1102	-	-	840	-	-
Stage 1	511	509	-	358	396	-	-	-	-	-	-	-
Stage 2	380	393	-	487	509	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	128	598	96	130	402	1102	-	-	840	-	-
Mov Cap-2 Maneuver	92	128	-	96	130	-	-	-	-	-	-	-
Stage 1	470	469	-	346	383	-	-	-	-	-	-	-
Stage 2	310	380	-	433	468	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.36	24.36	0.22	0.91
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	47	-	-	288	258	171	-	-
HCM Lane V/C Ratio	0.019	-	-	0.065	0.282	0.059	-	-
HCM Control Delay (s/veh)	8.3	0	-	18.4	24.4	9.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.1	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	0	602	143	1	371
Future Volume (vph)	102	0	602	143	1	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1811	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1811	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	110	0	647	154	1	399
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	801	0	0	400
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

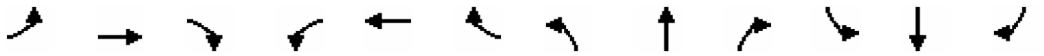
Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	102	0	602	143	1	371
Future Vol, veh/h	102	0	602	143	1	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	3	0	3
Mvmt Flow	110	0	647	154	1	399

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1125	724	0	0	801	0
Stage 1	724	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	227	429	-	-	831	-
Stage 1	480	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	429	-	-	831	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	34.99	0	0.03
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	226	5	-
HCM Lane V/C Ratio	-	-	0.484	0.001	-
HCM Control Delay (s/veh)	-	-	35	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	596	0	34	367	0
Future Volume (vph)	0	1	3	1	2	57	5	596	0	34	367	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1822	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1822	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	670	0	38	412	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	676	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	596	0	34	367	0
Future Vol, veh/h	0	1	3	1	2	57	5	596	0	34	367	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	670	0	38	412	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1171	1170	412	1170	1170	670	412	0	0	670	0	0
Stage 1	489	489	-	681	681	-	-	-	-	-	-	-
Stage 2	682	681	-	489	489	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	171	195	644	171	195	457	1157	-	-	871	-	-
Stage 1	565	553	-	444	453	-	-	-	-	-	-	-
Stage 2	443	453	-	564	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	136	182	644	159	182	457	1157	-	-	871	-	-
Mov Cap-2 Maneuver	136	182	-	159	182	-	-	-	-	-	-	-
Stage 1	532	521	-	440	450	-	-	-	-	-	-	-
Stage 2	376	450	-	528	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.24	15.13	0.07	0.79
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	394	423	153	-	-
HCM Lane V/C Ratio	0.005	-	-	0.011	0.16	0.044	-	-
HCM Control Delay (s/veh)	8.1	0	-	14.2	15.1	9.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	2	58	12	8	47
Future Volume (vph)	5	2	58	12	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.977			
Flt Protected	0.968					0.993
Satd. Flow (prot)	1255	0	1716	0	0	1809
Flt Permitted	0.968					0.993
Satd. Flow (perm)	1255	0	1716	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	6	3	74	15	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	89	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	58	12	8	47
Future Vol, veh/h	5	2	58	12	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	6	3	74	15	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	163	82	0	0	90	0
Stage 1	82	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	710	983	-	-	1518	-
Stage 1	814	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	983	-	-	1518	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.75	0	1.07
HCM LOS	A		

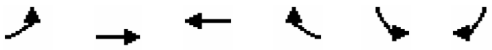
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	767	262	-
HCM Lane V/C Ratio	-	-	0.012	0.007	-
HCM Control Delay (s/veh)	-	-	9.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.3	0.2	0.0	1.4
Total Del/Veh (s)	4.0	11.3	0.8	0.5	4.3
Stop Delay (hr)	0.0	1.0	0.0	0.0	1.0
Stop Del/Veh (s)	2.9	9.0	0.2	0.2	3.1

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB
Directions Served	LT	T	TR
Maximum Queue (ft)	33	67	37
Average Queue (ft)	5	52	3
95th Queue (ft)	24	58	19
Link Distance (ft)	39	39	50
Upstream Blk Time (%)	0	50	0
Queuing Penalty (veh)	1	101	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	191	171	88	93	27
Future Volume (vph)	20	191	171	88	93	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1830	1783	0	1805	1615
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1830	1783	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	22	205	184	95	100	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	227	279	0	100	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	191	171	88	93	27
Future Vol, veh/h	20	191	171	88	93	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	22	205	184	95	100	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	480	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1262	-	-	-	549	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1262	-	-	-	538	813
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.75	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	171	-	-	-	538	813
HCM Lane V/C Ratio	0.017	-	-	-	0.186	0.036
HCM Control Delay (s/veh)	7.9	0	-	-	13.2	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	312	16	15	304	14	13
Future Volume (vph)	312	16	15	304	14	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.935	
Flt Protected				0.998	0.975	
Satd. Flow (prot)	1840	0	0	1848	1732	0
Flt Permitted				0.998	0.975	
Satd. Flow (perm)	1840	0	0	1848	1732	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	351	18	17	342	16	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	0	359	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.2%		ICU Level of Service A	
Analysis Period (min) 15			

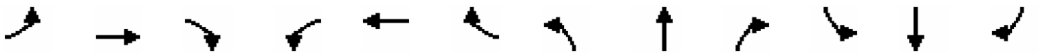
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	312	16	15	304	14	13
Future Vol, veh/h	312	16	15	304	14	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	351	18	17	342	16	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	369	0	735	360
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1122	-	390	689
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1122	-	383	689
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.88
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	85	-
HCM Lane V/C Ratio	0.062	-	-	0.015	-
HCM Control Delay (s/veh)	12.9	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

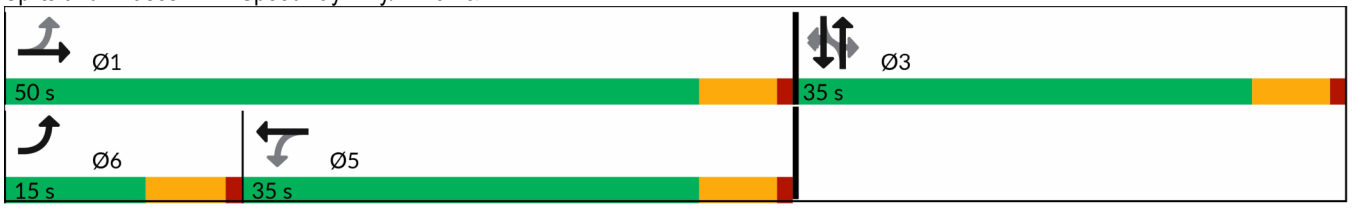


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	251	7	3	277	470	4	27	7	327	28	65
Future Volume (vph)	50	251	7	3	277	470	4	27	7	327	28	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.976				0.850
Flt Protected	0.950				0.999			0.995			0.956	
Satd. Flow (prot)	1736	1874	0	0	1879	1599	0	1845	0	0	1784	1583
Flt Permitted	0.356				0.996			0.960			0.714	
Satd. Flow (perm)	650	1874	0	0	1874	1599	0	1780	0	0	1332	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				490		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	52	261	7	3	289	490	4	28	7	341	29	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	268	0	0	292	490	0	39	0	0	370	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	22.6	22.6			15.9	58.1		21.9			21.9	21.9
Actuated g/C Ratio	0.39	0.39			0.27	1.00		0.38			0.38	0.38
v/c Ratio	0.13	0.36			0.57	0.30		0.05			0.73	0.10
Control Delay (s/veh)	12.0	13.9			26.3	0.4		13.1			28.6	1.4
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	12.0	13.9			26.3	0.4		13.1			28.6	1.4
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		13.6			10.2			13.1			24.4	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 58.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	619	9	17	790	4	11
Future Volume (vph)	619	9	17	790	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.998				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	1878	0	0	3571	1484	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	1878	0	0	3571	1484	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	673	10	18	859	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	683	0	0	877	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

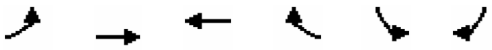
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	619	9	17	790	4	11
Future Vol, veh/h	619	9	17	790	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	673	10	18	859	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	683	0	1144	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	466	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	920	-	179	434
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	175	434
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.41	17.22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	76	-
HCM Lane V/C Ratio	0.052	-	-	0.02	-
HCM Control Delay (s/veh)	17.2	-	-	9	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	630	805	3	4	2
Future Volume (vph)	0	630	805	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3536	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3536	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	692	885	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	692	888	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

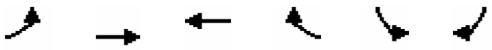
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	630	805	3	4	2
Future Vol, veh/h	0	630	805	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	692	885	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	888	0	-	0	1579	444
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	692	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	771	-	-	-	111	567
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	771	-	-	-	111	567
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	29.73
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	771	-	-	-	152
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Control Delay (s/veh)	0	-	-	-	29.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	634	750	0	3	59
Future Volume (vph)	0	634	750	0	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	689	815	0	3	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	689	815	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			

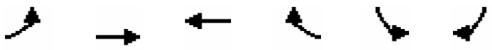
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	634	750	0	3	59
Future Vol, veh/h	0	634	750	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	689	815	0	3	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1091	408
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	245	599
Stage 1	0	-	-	0	390	-
Stage 2	0	-	-	0	714	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	245	599
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	714	-

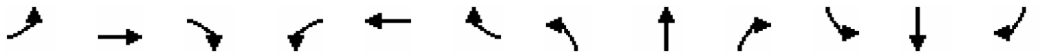
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.31
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	560
HCM Lane V/C Ratio	-	-	0.12
HCM Control Delay (s/veh)	-	-	12.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	628	749	40	0	0
Future Volume (vph)	10	628	749	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.992			
Flt Protected		0.999				
Satd. Flow (prot)	0	5033	3514	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5033	3514	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	11	683	814	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	694	857	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

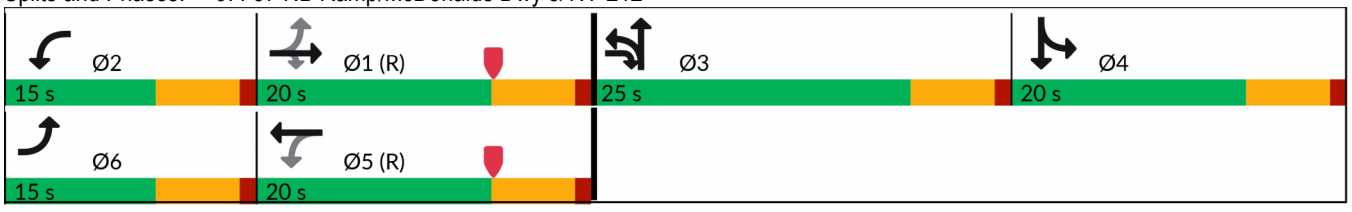


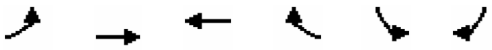
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	557	48	82	546	65	186	8	91	42	8	57
Future Volume (vph)	23	557	48	82	546	65	186	8	91	42	8	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.901			0.868	
Flt Protected	0.950			0.950			0.950	0.986		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3460	0	1618	1577	0	1805	1649	0
Flt Permitted	0.398			0.190			0.950	0.986		0.950		
Satd. Flow (perm)	756	1863	1482	361	3460	0	1618	1577	0	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		14			95			59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	580	50	85	569	68	194	8	95	44	8	59
Shared Lane Traffic (%)							21%					
Lane Group Flow (vph)	24	580	50	85	637	0	153	144	0	44	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	38.5	34.3	54.4	43.2	39.9		12.9	12.9		6.6	6.6	
Actuated g/C Ratio	0.48	0.43	0.68	0.54	0.50		0.16	0.16		0.08	0.08	
v/c Ratio	0.05	0.72	0.04	0.27	0.36		0.58	0.43		0.29	0.35	
Control Delay (s/veh)	12.0	31.8	0.0	13.4	16.3		39.4	15.3		39.1	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.0	31.8	0.0	13.4	16.3		39.4	15.3		39.1	17.2	
LOS	B	C	A	B	B		D	B		D	B	
Approach Delay (s/veh)		28.7			16.0			27.8			25.9	
Approach LOS		C			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 23.3		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	690	686	0	3	8
Future Volume (vph)	0	690	686	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1845	5085	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1845	5085	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	767	762	0	3	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	767	762	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

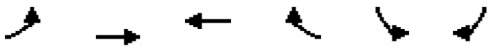
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	690	686	0	3	8
Future Vol, veh/h	0	690	686	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	767	762	0	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1529	381
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	767	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	149	531
Stage 1	0	-	-	0	350	-
Stage 2	0	-	-	0	449	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	149	531
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	312
HCM Lane V/C Ratio	-	-	0.039
HCM Control Delay (s/veh)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	688	686	11	1	0
Future Volume (vph)	5	688	686	11	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	764	762	12	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	770	774	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

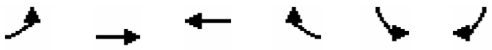
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	688	686	11	1	0
Future Vol, veh/h	5	688	686	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	764	762	12	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	774	0	-	0	1544	387
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	776	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	850	-	-	-	117	617
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	458	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	850	-	-	-	116	617
Mov Cap-2 Maneuver	-	-	-	-	116	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.07	0	36.37
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	13	-	-	-	116
HCM Lane V/C Ratio	0.007	-	-	-	0.01
HCM Control Delay (s/veh)	9.3	0	-	-	36.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	677	676	1	4	21
Future Volume (vph)	12	677	676	1	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	5033	3539	0	1670	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	5033	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	13	752	751	1	4	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	765	752	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	677	676	1	4	21
Future Vol, veh/h	12	677	676	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	13	752	751	1	4	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	752	0	-	0	1079	376
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	867	-	-	-	249	627
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	867	-	-	-	245	627
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.31	0	12.6
HCM LOS			B

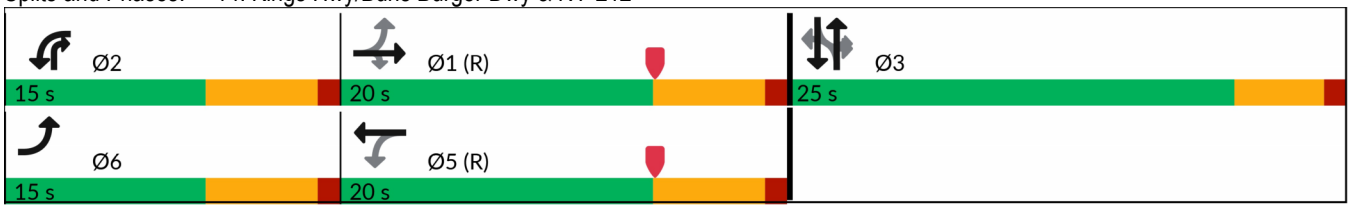
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	94	-	-	-	502
HCM Lane V/C Ratio	0.015	-	-	-	0.055
HCM Control Delay (s/veh)	9.2	0.2	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	461	214	64	513	1	162	0	49	3	0	2
Future Volume (vph)	7	461	214	64	513	1	162	0	49	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.994			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3549	0	0	1736	1553	0	1745	0
Flt Permitted	0.413				0.842			0.754			0.833	
Satd. Flow (perm)	785	1881	1568	0	3006	0	0	1378	1553	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			233						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	8	501	233	70	558	1	176	0	53	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	501	233	0	629	0	0	176	53	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	35.8	34.1	34.1		39.2			12.0	19.3		12.0	
Actuated g/C Ratio	0.60	0.57	0.57		0.65			0.20	0.32		0.20	
v/c Ratio	0.01	0.46	0.23		0.31			0.64	0.09		0.01	
Control Delay (s/veh)	6.4	15.3	3.0		7.0			31.9	3.7		0.0	
Queue Delay	0.0	0.0	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	6.4	15.3	3.0		7.3			31.9	3.7		0.0	
LOS	A	B	A		A			C	A		A	
Approach Delay (s/veh)		11.4			7.3			25.4				
Approach LOS		B			A			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 11.8		Intersection LOS: B	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	511	2	16	575	3	12
Future Volume (vph)	511	2	16	575	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.890	
Flt Protected				0.999	0.991	
Satd. Flow (prot)	3571	0	0	3538	1562	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3571	0	0	3538	1562	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	549	2	17	618	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	551	0	0	635	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.4%		ICU Level of Service A	
Analysis Period (min) 15			

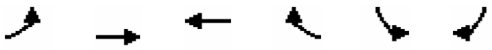
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	2	16	575	3	12
Future Vol, veh/h	511	2	16	575	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	549	2	17	618	3	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	552	0	894	276
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1028	-	284	701
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1028	-	279	701
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	97	-
HCM Lane V/C Ratio	0.03	-	-	0.017	-
HCM Control Delay (s/veh)	11.9	-	-	8.6	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

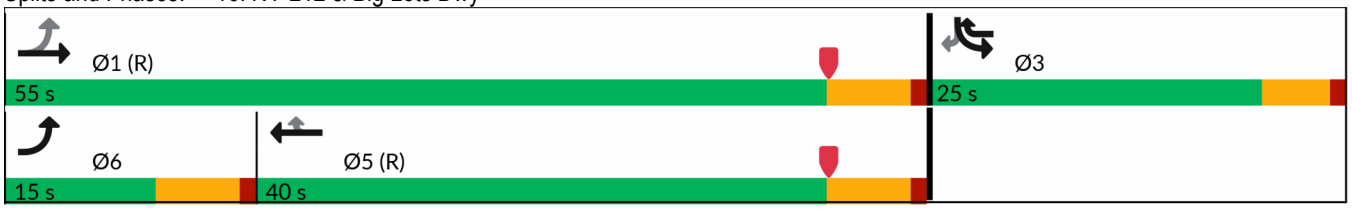


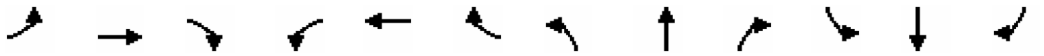
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	466	515	82	50	76
Future Volume (vph)	57	466	515	82	50	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.397				0.950	
Satd. Flow (perm)	754	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89		83
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	62	507	560	89	54	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	507	560	89	54	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.0	65.2	56.1	66.9	7.0	7.0
Actuated g/C Ratio	0.80	0.82	0.70	0.84	0.09	0.09
v/c Ratio	0.09	0.33	0.22	0.06	0.34	0.38
Control Delay (s/veh)	2.7	3.4	6.3	0.5	39.8	13.6
Queue Delay	0.0	1.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.7	6.3	0.5	39.8	13.6
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.5	5.5		24.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	513	3	19	592	0	4	0	39	0	0	0
Future Volume (vph)	0	513	3	19	592	0	4	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.877				
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	558	3	21	643	0	4	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	561	0	21	643	0	0	46	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	513	3	19	592	0	4	0	39	0	0	0
Future Vol, veh/h	0	513	3	19	592	0	4	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	558	3	21	643	0	4	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	643	0	0	561	0	0	1244	1244	559	1242	1246	643
Stage 1	-	-	-	-	-	-	559	559	-	685	685	-
Stage 2	-	-	-	-	-	-	685	685	-	558	561	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	951	-	-	1020	-	-	152	176	532	153	175	477
Stage 1	-	-	-	-	-	-	517	514	-	441	452	-
Stage 2	-	-	-	-	-	-	441	452	-	518	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	951	-	-	1020	-	-	149	172	532	138	172	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	172	-	138	172	-
Stage 1	-	-	-	-	-	-	517	514	-	433	442	-
Stage 2	-	-	-	-	-	-	433	442	-	477	513	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.27	14.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	951	-	-	1020	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-	0.02	-	-	-
HCM Control Delay (s/veh)	14.4	0	-	-	8.6	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

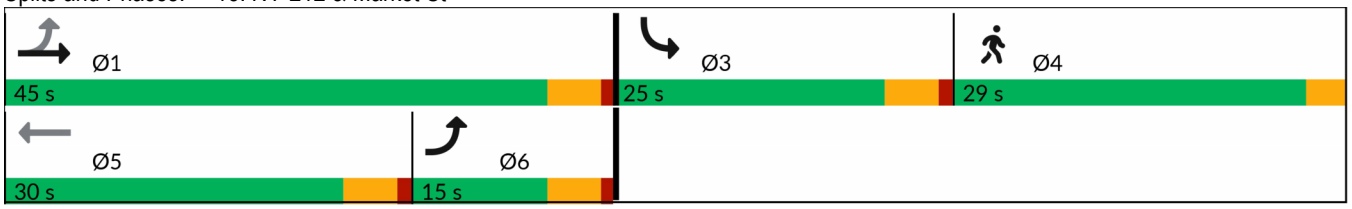


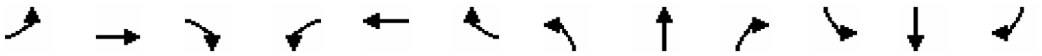
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	87	326	312	88	73	91	
Future Volume (vph)	87	326	312	88	73	91	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.970		0.925		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1787	1881	1843	0	1719	0	
Flt Permitted	0.432				0.978		
Satd. Flow (perm)	813	1881	1843	0	1719	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	93	347	332	94	78	97	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	93	347	426	0	175	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.2		10.4		
Actuated g/C Ratio	0.66	0.66	0.47		0.17		
v/c Ratio	0.13	0.27	0.49		0.59		
Control Delay (s/veh)	5.2	5.4	16.0		31.6		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.2	5.4	16.0		31.6		
LOS	A	A	B		C		
Approach Delay (s/veh)		5.4	16.0		31.6		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 60.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





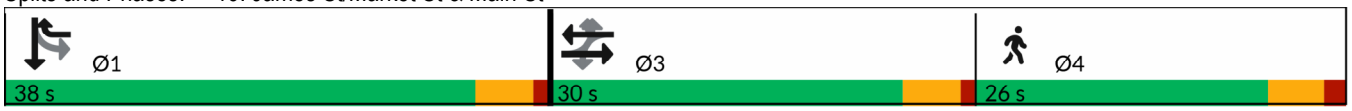
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	32	7	1	33	234	0	0	0	251	11	122
Future Volume (vph)	182	32	7	1	33	234	0	0	0	251	11	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.957	
Flt Protected		0.960			0.999						0.968	
Satd. Flow (prot)	0	1762	0	0	1844	1568	0	0	0	0	1749	0
Flt Permitted		0.740			0.992						0.968	
Satd. Flow (perm)	0	1358	0	0	1831	1568	0	0	0	0	1749	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	186	33	7	1	34	239	0	0	0	256	11	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	35	239	0	0	0	0	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.7			14.7	43.1					18.1	
Actuated g/C Ratio		0.34			0.34	1.00					0.42	
v/c Ratio		0.48			0.05	0.15					0.53	
Control Delay (s/veh)		16.2			11.0	0.2					12.8	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		16.2			11.0	0.2					12.8	
LOS		B			B	A					B	
Approach Delay (s/veh)		16.2			1.6						12.9	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 43.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

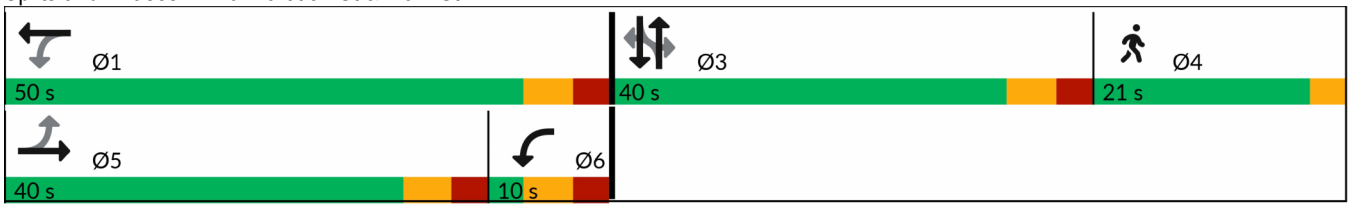
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	95	173	106	121	9	120	71	90	4	50	27
Future Volume (vph)	14	95	173	106	121	9	120	71	90	4	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.995			0.957			0.954	
Flt Protected		0.998			0.978			0.979			0.998	
Satd. Flow (prot)	0	1733	0	0	1841	0	0	1759	0	0	1809	0
Flt Permitted		0.975			0.757			0.823			0.979	
Satd. Flow (perm)	0	1693	0	0	1425	0	0	1479	0	0	1775	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	97	177	108	123	9	122	72	92	4	51	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	240	0	0	286	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.2			16.2			17.3			17.3	
Actuated g/C Ratio		0.34			0.34			0.36			0.36	
v/c Ratio		0.50			0.50			0.53			0.13	
Control Delay (s/veh)		17.0			17.7			17.4			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		17.0			17.7			17.4			11.9	
LOS		B			B			B			B	
Approach Delay (s/veh)		17.0			17.7			17.4			11.9	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 48.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 16.9		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

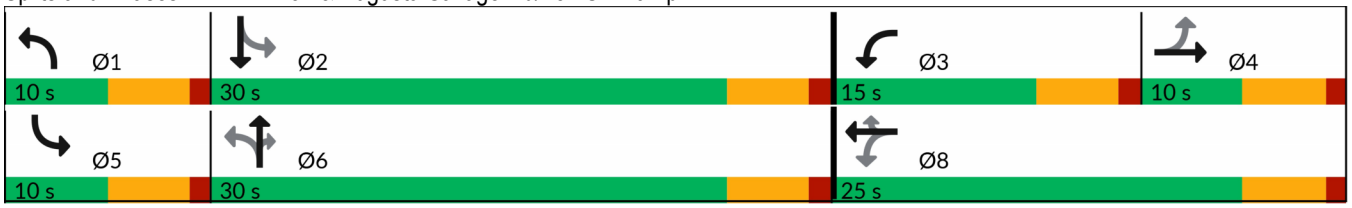
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	2	114	3	33	4	369	90	231	438	2
Future Volume (vph)	1	1	2	114	3	33	4	369	90	231	438	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932				0.850			0.850		0.999	
Flt Protected		0.988			0.953		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1776	1553	1805	1810	1553	1752	1825	0
Flt Permitted		0.916			0.729		0.495			0.374		
Satd. Flow (perm)	0	1622	0	0	1359	1553	940	1810	1553	690	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				117			201			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	1	1	2	121	3	35	4	393	96	246	466	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	124	35	4	393	96	246	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		9.4			9.5	9.5	21.2	16.4	16.4	26.3	27.0	
Actuated g/C Ratio		0.21			0.21	0.21	0.48	0.37	0.37	0.60	0.61	
v/c Ratio		0.01			0.42	0.08	0.00	0.58	0.13	0.45	0.41	
Control Delay (s/veh)		13.5			21.2	0.3	5.7	16.9	0.4	9.5	9.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		13.5			21.2	0.3	5.7	16.9	0.4	9.5	9.9	
LOS		B			C	A	A	B	A	A	A	
Approach Delay (s/veh)		13.5			16.7			13.6			9.8	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 44.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	398	666	3
Future Volume (vph)	0	5	4	398	666	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.999	
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1898	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	410	687	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	410	690	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	398	666	3
Future Vol, veh/h	0	5	4	398	666	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	410	687	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1107	688	690	0	-	0
Stage 1	688	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	235	450	914	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	450	914	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.1	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	914	-	450	-	-
HCM Lane V/C Ratio	0.005	-	0.011	-	-
HCM Control Delay (s/veh)	9	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	396	669	0
Future Volume (vph)	0	0	2	396	669	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	413	697	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	415	697	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

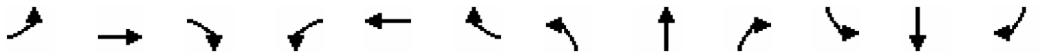
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	396	669	0
Future Vol, veh/h	0	0	2	396	669	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	413	697	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1114	697	697	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	233	445	909	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	445	909	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s/veh)	9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	11	5	13	3	28	11	368	17	57	651	1
Future Volume (vph)	1	11	5	13	3	28	11	368	17	57	651	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.913			0.994				
Flt Protected		0.998			0.986			0.999			0.996	
Satd. Flow (prot)	0	1818	0	0	1671	0	0	1831	0	0	1837	0
Flt Permitted		0.998			0.986			0.999			0.996	
Satd. Flow (perm)	0	1818	0	0	1671	0	0	1831	0	0	1837	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	13	6	15	3	33	13	428	20	66	757	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	51	0	0	461	0	0	824	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	11	5	13	3	28	11	368	17	57	651	1
Future Vol, veh/h	1	11	5	13	3	28	11	368	17	57	651	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	8	0	0	0	3	6	3	3	0
Mvmt Flow	1	13	6	15	3	33	13	428	20	66	757	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1345	1363	758	1359	1354	438	758	0	0	448	0	0
Stage 1	890	890	-	463	463	-	-	-	-	-	-	-
Stage 2	455	473	-	896	891	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	130	149	410	122	151	623	862	-	-	1107	-	-
Stage 1	340	364	-	567	567	-	-	-	-	-	-	-
Stage 2	589	562	-	327	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	131	410	97	133	623	862	-	-	1107	-	-
Mov Cap-2 Maneuver	106	131	-	97	133	-	-	-	-	-	-	-
Stage 1	305	326	-	556	556	-	-	-	-	-	-	-
Stage 2	543	550	-	278	326	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.47	26.56	0.26	0.68
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	50	-	-	161	218	145	-	-
HCM Lane V/C Ratio	0.015	-	-	0.123	0.235	0.06	-	-
HCM Control Delay (s/veh)	9.2	0	-	30.5	26.6	8.5	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.9	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	0	325	72	3	646
Future Volume (vph)	62	0	325	72	3	646
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.976			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1829	0	0	1881
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1829	0	0	1881
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	65	0	339	75	3	673
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	414	0	0	676
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	0	325	72	3	646
Future Vol, veh/h	62	0	325	72	3	646
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	92	96
Heavy Vehicles, %	2	0	1	3	0	1
Mvmt Flow	65	0	339	75	3	673

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1055	376	0	0	414	0
Stage 1	376	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	250	675	-	-	1156	-
Stage 1	694	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	675	-	-	1156	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.49	0	0.04
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	249	9	-
HCM Lane V/C Ratio	-	-	0.26	0.003	-
HCM Control Delay (s/veh)	-	-	24.5	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	38	2	323	0	35	648	0
Future Volume (vph)	0	0	1	0	1	38	2	323	0	35	648	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.997	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1874	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1874	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	41	2	347	0	38	697	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	42	0	0	349	0	0	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	0	1	38	2	323	0	35	648	0
Future Vol, veh/h	0	0	1	0	1	38	2	323	0	35	648	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	41	2	347	0	38	697	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1124	1124	697	1124	1124	347	697	0	0	347	0	0
Stage 1	772	772	-	352	352	-	-	-	-	-	-	-
Stage 2	352	352	-	772	772	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	184	207	445	184	207	700	909	-	-	1206	-	-
Stage 1	395	412	-	669	635	-	-	-	-	-	-	-
Stage 2	669	635	-	395	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	163	196	445	174	196	700	909	-	-	1206	-	-
Mov Cap-2 Maneuver	163	196	-	174	196	-	-	-	-	-	-	-
Stage 1	375	391	-	667	634	-	-	-	-	-	-	-
Stage 2	627	634	-	374	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.12	10.85	0.06	0.41
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	445	657	92	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.064	0.031	-	-
HCM Control Delay (s/veh)	9	0	-	13.1	10.9	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	1	47	13	2	46
Future Volume (vph)	8	1	47	13	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986		0.971			
Flt Protected	0.957					0.998
Satd. Flow (prot)	1793	0	1786	0	0	1809
Flt Permitted	0.957					0.998
Satd. Flow (perm)	1793	0	1786	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	9	1	54	15	2	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	69	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	1	47	13	2	46
Future Vol, veh/h	8	1	47	13	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	9	1	54	15	2	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	119	61	0	0	69	0
Stage 1	61	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	882	1009	-	-	1545	-
Stage 1	966	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	880	1009	-	-	1545	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.08	0	0.31
HCM LOS	A		

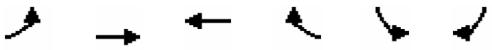
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	893	75	-
HCM Lane V/C Ratio	-	-	0.012	0.001	-
HCM Control Delay (s/veh)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	1.3	0.2	0.0	1.5
Total Del/Veh (s)	6.3	11.4	0.9	0.5	4.6
Stop Delay (hr)	0.0	1.0	0.0	0.0	1.1
Stop Del/Veh (s)	5.3	9.1	0.2	0.3	3.4

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	40	58	21	41
Average Queue (ft)	5	52	1	3
95th Queue (ft)	27	57	12	20
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	0	50		0
Queuing Penalty (veh)	1	106		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	174	133	85	98	31
Future Volume (vph)	34	174	133	85	98	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.947			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	1869	1761	0	1787	1553
Flt Permitted		0.992			0.950	
Satd. Flow (perm)	0	1869	1761	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	35	179	137	88	101	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	214	225	0	101	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

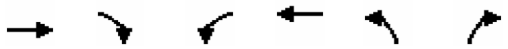
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	174	133	85	98	31
Future Vol, veh/h	34	174	133	85	98	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	35	179	137	88	101	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	430	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1356	-	-	-	584	857
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	567	857
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.26	0	11.91
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	294	-	-	-	567	857
HCM Lane V/C Ratio	0.026	-	-	-	0.178	0.037
HCM Control Delay (s/veh)	7.7	0	-	-	12.7	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	286	14	11	251	18	10
Future Volume (vph)	286	14	11	251	18	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.953	
Flt Protected				0.998	0.968	
Satd. Flow (prot)	1858	0	0	1871	1627	0
Flt Permitted				0.998	0.968	
Satd. Flow (perm)	1858	0	0	1871	1627	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	298	15	11	261	19	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	0	0	272	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	14	11	251	18	10
Future Vol, veh/h	286	14	11	251	18	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	298	15	11	261	19	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	313	0	590	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1204	-	464	714
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	459	714
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.34	12.25
HCM LOS			B

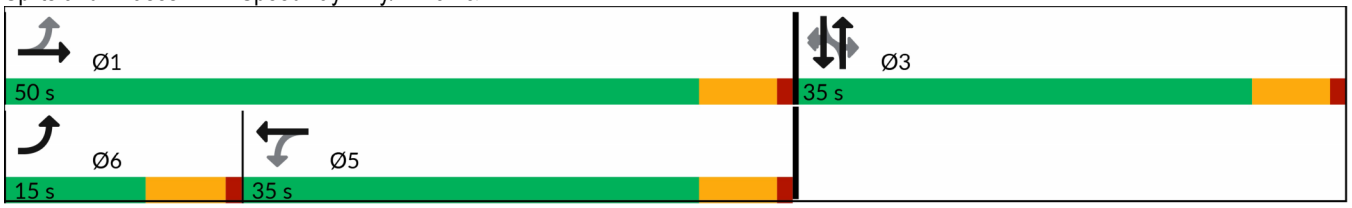
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	526	-	-	76	-
HCM Lane V/C Ratio	0.055	-	-	0.01	-
HCM Control Delay (s/veh)	12.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	234	7	11	182	467	3	37	4	346	34	53
Future Volume (vph)	44	234	7	11	182	467	3	37	4	346	34	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.988				0.850
Flt Protected	0.950				0.997			0.997			0.956	
Satd. Flow (prot)	1626	1892	0	0	1859	1615	0	1781	0	0	1800	1553
Flt Permitted	0.436				0.968			0.975			0.712	
Satd. Flow (perm)	746	1892	0	0	1805	1615	0	1742	0	0	1341	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				492		4				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	46	246	7	12	192	492	3	39	4	364	36	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	253	0	0	204	492	0	46	0	0	400	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	20.3	20.3			13.5	56.7		23.2			23.2	23.2
Actuated g/C Ratio	0.36	0.36			0.24	1.00		0.41			0.41	0.41
v/c Ratio	0.12	0.37			0.47	0.30		0.06			0.72	0.07
Control Delay (s/veh)	12.8	15.0			26.5	0.4		12.1			25.8	0.5
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	12.8	15.0			26.5	0.4		12.1			25.8	0.5
LOS	B	B			C	A		B			C	A
Approach Delay (s/veh)		14.7			8.1			12.2			22.7	
Approach LOS		B			A			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 56.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	626	2	12	677	1	19
Future Volume (vph)	626	2	12	677	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	652	2	13	705	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	654	0	0	718	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

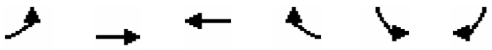
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	626	2	12	677	1	19
Future Vol, veh/h	626	2	12	677	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	652	2	13	705	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	654	0	1031	653
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	942	-	246	471
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	942	-	242	471
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	63	-
HCM Lane V/C Ratio	0.046	-	-	0.013	-
HCM Control Delay (s/veh)	13.4	-	-	8.9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	644	689	6	1	0
Future Volume (vph)	0	644	689	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	678	725	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	678	731	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

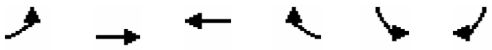
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	644	689	6	1	0
Future Vol, veh/h	0	644	689	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	678	725	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1406	366
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	882	-	-	-	143	637
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	882	-	-	-	143	637
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	30.32
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	882	-	-	-	143
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s/veh)	0	-	-	-	30.3
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	644	645	0	12	50
Future Volume (vph)	0	644	645	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	685	686	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	685	686	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

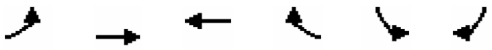
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	644	645	0	12	50
Future Vol, veh/h	0	644	645	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	685	686	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	960	343
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	291	659
Stage 1	0	-	-	0	453	-
Stage 2	0	-	-	0	715	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	291	659
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	715	-

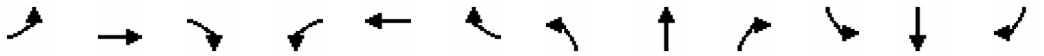
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.76
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	530
HCM Lane V/C Ratio	-	-	0.125
HCM Control Delay (s/veh)	-	-	12.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	656	645	32	0	0
Future Volume (vph)	0	656	645	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.993			
Flt Protected						
Satd. Flow (prot)	0	5136	3551	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3551	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	698	686	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	698	720	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

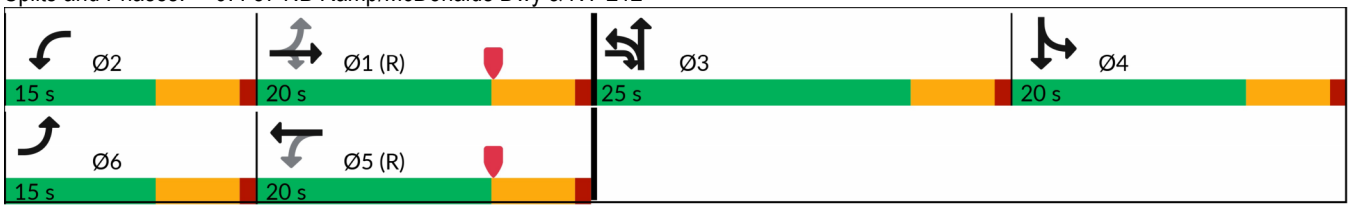


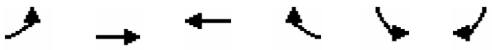
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	523	73	64	470	54	151	13	74	51	6	56
Future Volume (vph)	60	523	73	64	470	54	151	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.904			0.864	
Flt Protected	0.950			0.950			0.950	0.988		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3521	0	1698	1608	0	1805	1642	0
Flt Permitted	0.415			0.272			0.950	0.988		0.950		
Satd. Flow (perm)	788	1881	1615	517	3521	0	1698	1608	0	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		13			76			58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	539	75	66	485	56	156	13	76	53	6	58
Shared Lane Traffic (%)							19%					
Lane Group Flow (vph)	62	539	75	66	541	0	126	119	0	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	41.0	36.0	54.6	41.1	36.0		11.4	11.4		6.9	6.9	
Actuated g/C Ratio	0.51	0.45	0.68	0.51	0.45		0.14	0.14		0.09	0.09	
v/c Ratio	0.12	0.63	0.06	0.18	0.33		0.52	0.40		0.33	0.32	
Control Delay (s/veh)	11.4	26.9	0.6	11.9	18.0		38.6	16.9		39.6	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.4	26.9	0.6	11.9	18.0		38.6	16.9		39.6	16.0	
LOS	B	C	A	B	B		D	B		D	B	
Approach Delay (s/veh)		22.6			17.4			28.1			26.8	
Approach LOS		C			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	649	585	0	4	3
Future Volume (vph)	0	649	585	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	669	603	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	669	603	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

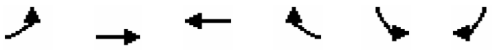
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↱	
Traffic Vol, veh/h	0	649	585	0	4	3
Future Vol, veh/h	0	649	585	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	669	603	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1272	302
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	207	597
Stage 1	0	-	-	0	436	-
Stage 2	0	-	-	0	498	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	207	597
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.85
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	287
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s/veh)	-	-	17.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	649	585	4	0	0
Future Volume (vph)	4	649	585	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	669	603	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	673	607	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

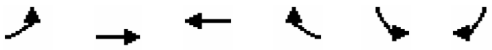
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	649	585	4	0	0
Future Vol, veh/h	4	649	585	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	669	603	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	607	0	-	0	1282	304
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	677	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	981	-	-	-	171	698
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	981	-	-	-	170	698
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	8.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	638	574	10	1	16
Future Volume (vph)	11	638	574	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.997		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3564	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3564	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	672	604	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	684	615	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

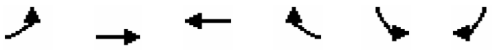
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	638	574	10	1	16
Future Vol, veh/h	11	638	574	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	672	604	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	615	0	-	0	901	307
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	975	-	-	-	315	695
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	975	-	-	-	310	695
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	10.72
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	92	-	-	-	647
HCM Lane V/C Ratio	0.012	-	-	-	0.028
HCM Control Delay (s/veh)	8.7	0.1	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	639	575	0	0	9
Future Volume (vph)	0	639	575	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	695	625	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	695	625	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	639	575	0	0	9
Future Vol, veh/h	0	639	575	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	695	625	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	313
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	689
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	689
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.3
HCM LOS			B

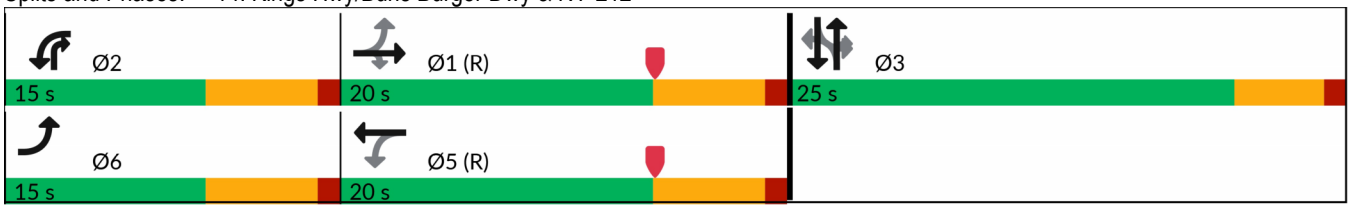
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	689
HCM Lane V/C Ratio	-	-	0.014
HCM Control Delay (s/veh)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	424	203	47	411	6	162	1	46	3	1	2
Future Volume (vph)	12	424	203	47	411	6	162	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.466				0.877			0.724			0.868	
Satd. Flow (perm)	885	1881	1615	0	3132	0	0	1349	1615	0	1575	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			221		3				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	461	221	51	447	7	176	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	461	221	0	505	0	0	177	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	33.4	30.5	30.5		35.5			12.2	21.7		12.2	
Actuated g/C Ratio	0.56	0.51	0.51		0.59			0.20	0.36		0.20	
v/c Ratio	0.02	0.48	0.23		0.26			0.64	0.08		0.01	
Control Delay (s/veh)	6.5	15.3	3.1		7.0			32.2	3.4		14.3	
Queue Delay	0.0	0.0	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	6.5	15.3	3.1		7.2			32.2	3.4		14.3	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		11.3			7.3			25.9			14.3	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 12.2		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	468	6	17	460	3	14
Future Volume (vph)	468	6	17	460	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	520	7	19	511	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	527	0	0	530	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

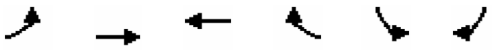
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	468	6	17	460	3	14
Future Vol, veh/h	468	6	17	460	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	520	7	19	511	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	527	0	817	263
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1051	-	319	741
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1051	-	312	741
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	128	-
HCM Lane V/C Ratio	0.032	-	-	0.018	-
HCM Control Delay (s/veh)	11.2	-	-	8.5	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

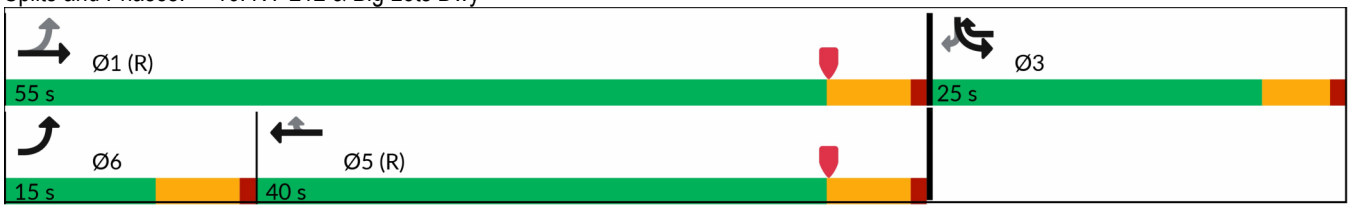


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	400	384	77	48	92
Future Volume (vph)	82	400	384	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.456				0.950	
Satd. Flow (perm)	866	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	435	417	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	435	417	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	55.9	66.6	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.11	0.28	0.16	0.06	0.33	0.43
Control Delay (s/veh)	2.6	3.1	6.1	0.6	39.6	13.8
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	4.2	6.1	0.6	39.6	13.8
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.0	5.2		22.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	445	2	17	454	0	4	0	37	2	0	1
Future Volume (vph)	1	445	2	17	454	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	473	2	18	483	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	476	0	18	483	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	445	2	17	454	0	4	0	37	2	0	1
Future Vol, veh/h	1	445	2	17	454	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	473	2	18	483	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	483	0	0	476	0	0	996	996	474	995	997	483
Stage 1	-	-	-	-	-	-	477	477	-	519	519	-
Stage 2	-	-	-	-	-	-	519	519	-	476	478	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1090	-	-	1097	-	-	225	246	588	226	246	588
Stage 1	-	-	-	-	-	-	573	560	-	543	536	-
Stage 2	-	-	-	-	-	-	543	536	-	574	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1090	-	-	1097	-	-	221	242	588	207	242	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	242	-	207	242	-
Stage 1	-	-	-	-	-	-	572	559	-	535	527	-
Stage 2	-	-	-	-	-	-	534	527	-	535	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.3	12.79	18.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	506	4	-	-	1097	-	-	264
HCM Lane V/C Ratio	0.086	0.001	-	-	0.016	-	-	0.012
HCM Control Delay (s/veh)	12.8	8.3	0	-	8.3	-	-	18.8
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

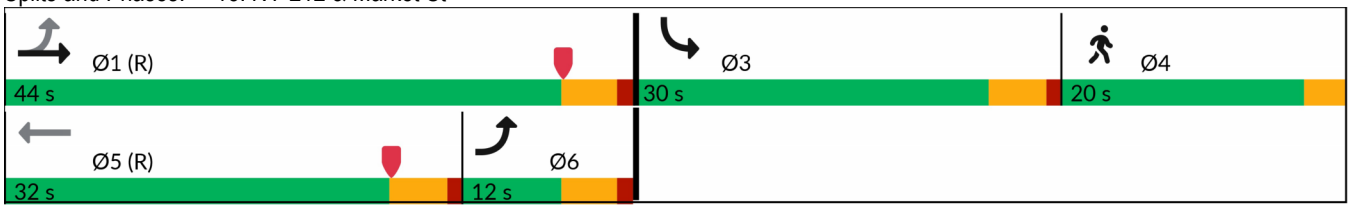


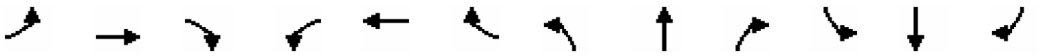
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	54	297	326	50	57	54	
Future Volume (vph)	54	297	326	50	57	54	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.982		0.934		
Flt Protected	0.950				0.975		
Satd. Flow (prot)	1805	1881	1850	0	1730	0	
Flt Permitted	0.480				0.975		
Satd. Flow (perm)	912	1881	1850	0	1730	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	61	334	366	56	64	61	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	61	334	422	0	125	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.8	72.8	63.2		11.2		
Actuated g/C Ratio	0.77	0.77	0.67		0.12		
v/c Ratio	0.07	0.22	0.33		0.60		
Control Delay (s/veh)	3.5	3.7	8.7		51.2		
Queue Delay	0.0	0.0	0.7		0.0		
Total Delay (s/veh)	3.5	3.7	9.4		51.2		
LOS	A	A	A		D		
Approach Delay (s/veh)		3.7	9.4		51.2		
Approach LOS		A	A		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





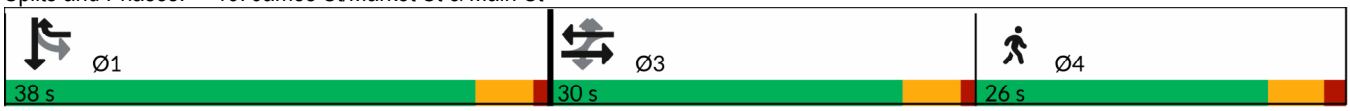
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	218	0	0	0	215	6	115
Future Volume (vph)	152	41	3	7	33	218	0	0	0	215	6	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.954	
Flt Protected		0.963			0.991						0.969	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1745	0
Flt Permitted		0.744			0.940						0.969	
Satd. Flow (perm)	0	1400	0	0	1786	1599	0	0	0	0	1745	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	248	0	0	0	244	7	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	248	0	0	0	0	382	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.3			14.3	42.4					17.8	
Actuated g/C Ratio		0.34			0.34	1.00					0.42	
v/c Ratio		0.47			0.07	0.15					0.52	
Control Delay (s/veh)		15.7			11.0	0.2					12.4	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		15.7			11.0	0.2					12.4	
LOS		B			B	A					B	
Approach Delay (s/veh)		15.7			1.9						12.5	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 42.4			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 9.8		Intersection LOS: A	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

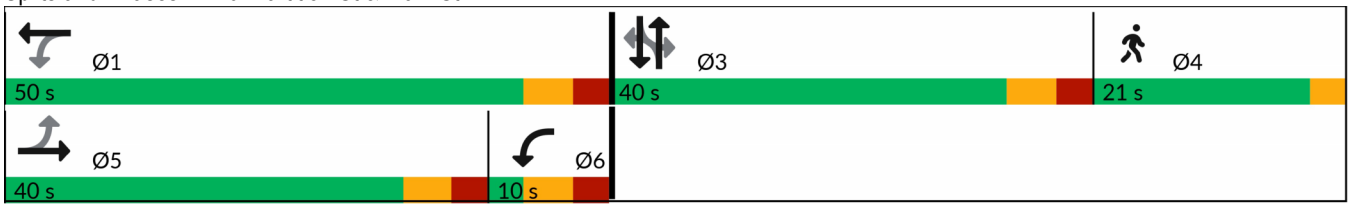
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	145	93	118	1	126	29	84	1	48	16
Future Volume (vph)	11	100	145	93	118	1	126	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.924			0.999			0.953			0.967	
Flt Protected		0.998			0.978			0.974			0.999	
Satd. Flow (prot)	0	1736	0	0	1838	0	0	1764	0	0	1835	0
Flt Permitted		0.977			0.760			0.795			0.995	
Satd. Flow (perm)	0	1699	0	0	1428	0	0	1440	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	165	106	134	1	143	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	292	0	0	241	0	0	271	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.2			16.2			16.9			16.9	
Actuated g/C Ratio		0.34			0.34			0.35			0.35	
v/c Ratio		0.50			0.50			0.53			0.11	
Control Delay (s/veh)		16.7			17.2			17.5			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		16.7			17.2			17.5			11.9	
LOS		B			B			B			B	
Approach Delay (s/veh)		16.7			17.3			17.6			12.0	
Approach LOS		B			B			B			B	

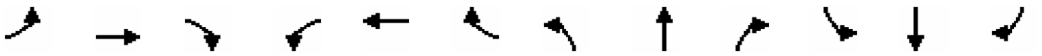
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 47.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 16.7		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

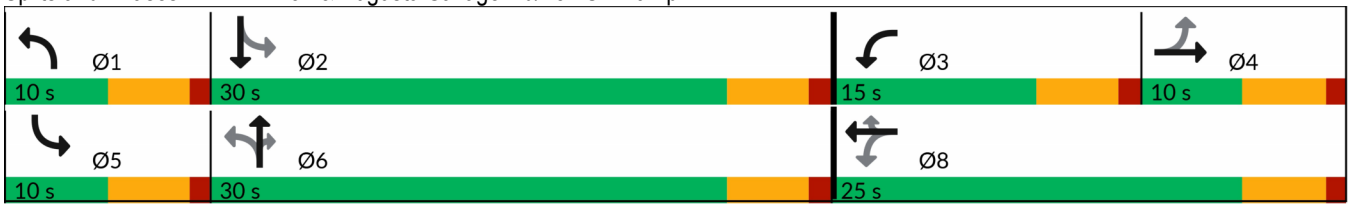


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	0	142	2	11	8	372	168	510	293	4
Future Volume (vph)	1	1	0	142	2	11	8	372	168	510	293	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850		0.998	
Flt Protected		0.976			0.953		0.950			0.950		
Satd. Flow (prot)	0	1854	0	0	1793	1468	1805	1863	1615	1805	1878	0
Flt Permitted		0.846			0.728		0.561			0.336		
Satd. Flow (perm)	0	1607	0	0	1370	1468	1066	1863	1615	638	1878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			201		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	1	1	0	158	2	12	9	413	187	567	326	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	160	12	9	413	187	567	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		10.3			10.6	10.6	19.8	14.6	14.6	25.2	26.5	
Actuated g/C Ratio		0.24			0.24	0.24	0.45	0.33	0.33	0.58	0.61	
v/c Ratio		0.00			0.48	0.02	0.01	0.66	0.27	1.09	0.28	
Control Delay (s/veh)		15.5			22.0	0.0	6.1	19.4	3.2	86.6	9.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		15.5			22.0	0.0	6.1	19.4	3.2	86.6	9.1	
LOS		B			C	A	A	B	A	F	A	
Approach Delay (s/veh)		15.5			20.5			14.3			58.1	
Approach LOS		B			C			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 43.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 38.3		Intersection LOS: D	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	380	801	1
Future Volume (vph)	0	6	4	380	801	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	437	921	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	437	922	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	380	801	1
Future Vol, veh/h	0	6	4	380	801	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	437	921	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1367	921	922	0	-	0
Stage 1	921	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	164	331	749	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	163	331	749	-	-	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.12	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	749	-	331	-	-
HCM Lane V/C Ratio	0.006	-	0.021	-	-
HCM Control Delay (s/veh)	9.8	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	374	798	3
Future Volume (vph)	1	4	6	374	798	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1856	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1856	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	425	907	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	432	910	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			

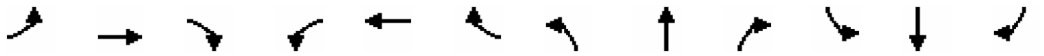
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	374	798	3
Future Vol, veh/h	1	4	6	374	798	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	425	907	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1347	909	910	0	-	0
Stage 1	909	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	168	336	679	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	336	679	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.17	0.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	28	-	279	-	-
HCM Lane V/C Ratio	0.01	-	0.02	-	-
HCM Control Delay (s/veh)	10.4	0	18.2	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	9	3	26	10	358	8	36	783	1
Future Volume (vph)	0	3	9	9	3	26	10	358	8	36	783	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.906			0.997				
Flt Protected					0.989			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1702	0	0	1857	0	0	1896	0
Flt Permitted					0.989			0.999			0.998	
Satd. Flow (perm)	0	1702	0	0	1702	0	0	1857	0	0	1896	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	10	3	30	11	407	9	41	890	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	43	0	0	427	0	0	932	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	9	9	3	26	10	358	8	36	783	1
Future Vol, veh/h	0	3	9	9	3	26	10	358	8	36	783	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	0	3	10	10	3	30	11	407	9	41	890	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1411	890	1407	1407	411	891	0	0	416	0	0
Stage 1	972	972	-	434	434	-	-	-	-	-	-	-
Stage 2	431	439	-	973	973	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	118	140	344	118	140	645	769	-	-	1154	-	-
Stage 1	306	333	-	604	584	-	-	-	-	-	-	-
Stage 2	606	582	-	306	333	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	127	344	102	128	645	769	-	-	1154	-	-
Mov Cap-2 Maneuver	100	127	-	102	128	-	-	-	-	-	-	-
Stage 1	285	310	-	593	573	-	-	-	-	-	-	-
Stage 2	564	571	-	273	310	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.8	22.44	0.26	0.36
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	48	-	-	241	249	79	-	-
HCM Lane V/C Ratio	0.015	-	-	0.056	0.173	0.035	-	-
HCM Control Delay (s/veh)	9.7	0	-	20.8	22.4	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	70	0	322	61	0	751
Future Volume (vph)	70	0	322	61	0	751
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1827	0	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1827	0	0	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	80	0	366	69	0	853
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	435	0	0	853
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	0	322	61	0	751
Future Vol, veh/h	70	0	322	61	0	751
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	1	6	0	0
Mvmt Flow	80	0	366	69	0	853

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1254	401	0	0	435	0
Stage 1	401	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	190	654	-	-	1135	-
Stage 1	677	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	190	654	-	-	1135	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	37.03	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	190	1135	-
HCM Lane V/C Ratio	-	-	0.419	-	-
HCM Control Delay (s/veh)	-	-	37	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	318	2	47	751	0
Future Volume (vph)	0	0	0	0	1	34	2	318	2	47	751	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1880	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1880	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	353	2	52	834	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	357	0	0	886	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	318	2	47	751	0
Future Vol, veh/h	0	0	0	0	1	34	2	318	2	47	751	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	353	2	52	834	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1297	1299	834	1298	1298	354	834	0	0	356	0	0
Stage 1	939	939	-	359	359	-	-	-	-	-	-	-
Stage 2	358	360	-	939	939	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	140	163	371	140	163	694	808	-	-	1203	-	-
Stage 1	320	345	-	663	631	-	-	-	-	-	-	-
Stage 2	664	630	-	320	345	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	149	371	128	149	694	808	-	-	1203	-	-
Mov Cap-2 Maneuver	121	149	-	128	149	-	-	-	-	-	-	-
Stage 1	294	317	-	661	629	-	-	-	-	-	-	-
Stage 2	624	628	-	294	317	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.11	0.06	0.48
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	-	629	106	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.062	0.043	-	-
HCM Control Delay (s/veh)	9.5	0	-	0	11.1	8.1	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	2	31	9	3	37
Future Volume (vph)	6	2	31	9	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.969			
Flt Protected	0.964					0.996
Satd. Flow (prot)	1769	0	1841	0	0	1892
Flt Permitted	0.964					0.996
Satd. Flow (perm)	1769	0	1841	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	2	33	10	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	43	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	2	31	9	3	37
Future Vol, veh/h	6	2	31	9	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	2	33	10	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	84	38	0	0	43	0
Stage 1	38	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	923	1040	-	-	1579	-
Stage 1	990	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	921	1040	-	-	1579	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.83	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	135	-
HCM Lane V/C Ratio	-	-	0.009	0.002	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.1	0.0	1.4
Total Del/Veh (s)	10.5	0.8	0.5	4.8
Stop Delay (hr)	1.0	0.0	0.0	1.1
Stop Del/Veh (s)	8.2	0.2	0.3	3.5

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	WB
Directions Served	LT	T	TR
Maximum Queue (ft)	23	62	30
Average Queue (ft)	2	53	2
95th Queue (ft)	17	58	16
Link Distance (ft)	39	39	50
Upstream Blk Time (%)	0	49	0
Queuing Penalty (veh)	1	107	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	74	224	228	358	32	376	75
v/c Ratio	0.17	0.33	0.56	0.24	0.05	0.76	0.11
Control Delay (s/veh)	12.9	14.4	29.8	0.3	13.9	31.1	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	14.4	29.8	0.3	13.9	31.1	1.8
Queue Length 50th (ft)	19	62	89	0	8	127	0
Queue Length 95th (ft)	41	108	157	0	26	#301	12
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	447	1194	860	1468	810	624	766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.27	0.24	0.04	0.60	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	571	58	88	485	100	93	44	39
v/c Ratio	0.04	0.58	0.05	0.20	0.25	0.55	0.43	0.36	0.30
Control Delay (s/veh)	8.9	21.8	0.5	6.4	8.6	55.0	24.4	54.6	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	21.8	0.5	6.4	8.6	55.0	24.4	54.6	32.9
Queue Length 50th (ft)	6	259	0	13	62	68	22	29	12
Queue Length 95th (ft)	18	424	4	25	109	112	64	60	41
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	620	969	1225	451	1920	359	371	233	227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.59	0.05	0.20	0.25	0.28	0.25	0.19	0.17

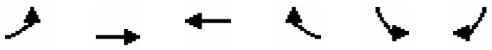
Intersection Summary



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR
Lane Group Flow (vph)	3	298	288	385	198	19
v/c Ratio	0.00	0.25	0.27	0.19	0.79	0.04
Control Delay (s/veh)	7.0	7.3	1.6	5.2	61.3	4.4
Queue Delay	0.0	0.3	0.2	0.2	0.0	0.0
Total Delay (s/veh)	7.0	7.6	1.8	5.5	61.3	4.4
Queue Length 50th (ft)	0	30	0	43	127	0
Queue Length 95th (ft)	m1	107	31	80	191	10
Internal Link Dist (ft)		109		75	235	
Turn Bay Length (ft)						115
Base Capacity (vph)	753	1148	1040	1961	351	465
Starvation Cap Reductn	0	404	266	947	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.40	0.37	0.38	0.56	0.04

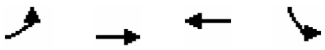
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	16	338	419	7	3	13
v/c Ratio	0.02	0.21	0.14	0.00	0.04	0.13
Control Delay (s/veh)	1.0	1.0	2.2	0.6	48.3	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.0	1.0	2.2	0.6	48.3	25.9
Queue Length 50th (ft)	1	0	0	0	2	0
Queue Length 95th (ft)	4	40	51	2	11	18
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	862	1588	2965	1380	323	394
Starvation Cap Reductn	0	213	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.14	0.01	0.01	0.03

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	83	173	310	116
v/c Ratio	0.10	0.13	0.32	0.50
Control Delay (s/veh)	4.2	3.9	12.8	30.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.2	3.9	12.8	30.8
Queue Length 50th (ft)	8	17	72	38
Queue Length 95th (ft)	21	39	133	77
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	801	1264	950	529
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.33	0.22

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	230	29	176	295
v/c Ratio	0.48	0.04	0.12	0.48
Control Delay (s/veh)	14.6	9.3	0.1	13.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	9.3	0.1	13.2
Queue Length 50th (ft)	35	4	0	42
Queue Length 95th (ft)	77	14	0	94
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	827	1105	1380	1314
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.03	0.13	0.22

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	218	232	195	56
v/c Ratio	0.41	0.49	0.42	0.09
Control Delay (s/veh)	14.1	15.9	14.8	10.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.1	15.9	14.8	10.7
Queue Length 50th (ft)	35	39	31	8
Queue Length 95th (ft)	69	76	65	23
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1224	1328	1110	1403
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.18	0.04

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	106	14	4	311	118	180	329
v/c Ratio	0.00	0.32	0.03	0.00	0.39	0.14	0.27	0.27
Control Delay (s/veh)	14.0	16.9	0.1	7.0	15.0	0.9	8.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	16.9	0.1	7.0	15.0	0.9	8.0	9.6
Queue Length 50th (ft)	0	21	0	1	67	0	21	43
Queue Length 95th (ft)	3	63	0	4	158	7	64	164
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	241	635	787	665	1152	1080	655	1213
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.17	0.02	0.01	0.27	0.11	0.27	0.27

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	78	274	268	521	35	373	109
v/c Ratio	0.19	0.35	0.59	0.33	0.06	0.76	0.17
Control Delay (s/veh)	12.5	13.9	29.1	0.5	13.3	31.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	13.9	29.1	0.5	13.3	31.8	4.0
Queue Length 50th (ft)	18	72	102	0	7	129	0
Queue Length 95th (ft)	43	129	182	0	27	#297	28
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	427	1297	905	1553	773	668	838
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.21	0.30	0.34	0.05	0.56	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	525	54	75	741	128	117	35	25
v/c Ratio	0.02	0.52	0.04	0.17	0.35	0.60	0.43	0.30	0.20
Control Delay (s/veh)	9.5	20.7	0.4	6.4	7.3	54.3	19.8	53.3	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	20.7	0.4	6.4	7.5	54.3	19.8	53.3	34.0
Queue Length 50th (ft)	3	228	0	12	65	86	23	23	8
Queue Length 95th (ft)	12	414	4	m22	171	142	74	54	35
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	521	997	1259	449	2105	373	417	240	245
Starvation Cap Reductn	0	0	0	0	668	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.53	0.04	0.17	0.52	0.34	0.28	0.15	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

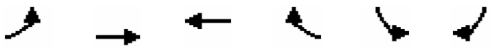


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	416	188	559	270	64	9
v/c Ratio	0.00	0.39	0.19	0.29	0.86	0.11	0.02
Control Delay (s/veh)	7.2	9.2	1.5	5.6	64.0	5.9	26.2
Queue Delay	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.2	9.4	1.5	5.9	64.0	5.9	26.2
Queue Length 50th (ft)	0	68	0	21	171	0	4
Queue Length 95th (ft)	m2	135	22	41	#279	27	16
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	623	1061	964	1916	372	630	450
Starvation Cap Reductn	0	200	0	700	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.48	0.20	0.46	0.73	0.10	0.02

Intersection Summary

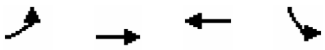
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	63	429	476	99	67	96
v/c Ratio	0.08	0.28	0.19	0.07	0.46	0.44
Control Delay (s/veh)	2.0	2.1	5.4	0.4	56.2	16.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.0	2.4	5.4	0.4	56.2	16.1
Queue Length 50th (ft)	3	23	49	0	44	0
Queue Length 95th (ft)	15	70	79	6	86	48
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	785	1490	2505	1584	429	450
Starvation Cap Reductn	0	540	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.45	0.19	0.06	0.16	0.21

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	111	272	418	164
v/c Ratio	0.16	0.19	0.37	0.68
Control Delay (s/veh)	4.9	4.4	10.5	51.7
Queue Delay	0.0	0.0	0.7	0.0
Total Delay (s/veh)	4.9	4.4	11.2	51.7
Queue Length 50th (ft)	15	40	114	94
Queue Length 95th (ft)	36	83	205	150
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	686	1365	1125	437
Starvation Cap Reductn	0	0	401	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.58	0.38

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	255	45	225	382
v/c Ratio	0.52	0.06	0.14	0.56
Control Delay (s/veh)	16.2	10.3	0.2	14.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.2	10.3	0.2	14.9
Queue Length 50th (ft)	45	7	0	65
Queue Length 95th (ft)	123	26	0	171
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	781	1059	1490	1325
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.04	0.15	0.29

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	238	282	232	76
v/c Ratio	0.39	0.57	0.48	0.13
Control Delay (s/veh)	13.9	17.9	17.6	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	17.9	17.6	13.0
Queue Length 50th (ft)	43	55	46	13
Queue Length 95th (ft)	111	143	127	45
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1237	1242	1054	1274
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.23	0.22	0.06

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	123	22	1	544	88	157	370
v/c Ratio	0.00	0.45	0.05	0.00	0.58	0.10	0.33	0.31
Control Delay (s/veh)	15.3	24.1	0.2	6.0	16.7	0.2	7.6	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	24.1	0.2	6.0	16.7	0.2	7.6	8.7
Queue Length 50th (ft)	1	32	0	0	131	0	17	46
Queue Length 95th (ft)	6	78	0	2	#289	0	49	167
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	346	588	726	660	1029	914	465	1139
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.21	0.03	0.00	0.53	0.10	0.34	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	78	249	300	710	38	307	110
v/c Ratio	0.18	0.31	0.55	0.44	0.06	0.67	0.17
Control Delay (s/veh)	11.2	12.0	24.6	0.9	13.9	26.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.2	12.0	24.6	0.9	13.9	26.6	4.3
Queue Length 50th (ft)	14	49	97	0	8	98	0
Queue Length 95th (ft)	42	115	201	0	29	212	29
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	468	1461	1078	1583	1001	770	985
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.17	0.28	0.45	0.04	0.40	0.11

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	488	43	81	759	214	204	35	42
v/c Ratio	0.06	0.51	0.03	0.18	0.39	0.72	0.63	0.31	0.30
Control Delay (s/veh)	11.9	23.6	0.0	8.6	11.8	54.8	39.5	53.6	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	23.6	0.0	8.6	12.1	54.8	39.5	53.6	28.5
Queue Length 50th (ft)	7	229	0	14	113	144	105	23	8
Queue Length 95th (ft)	22	399	0	m30	206	216	175	54	42
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	451	945	1283	460	1908	380	401	233	252
Starvation Cap Reductn	0	0	0	0	507	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.52	0.03	0.18	0.54	0.56	0.51	0.15	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

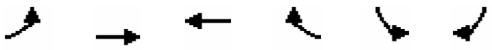


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	6	441	163	566	294	67	8
v/c Ratio	0.01	0.41	0.17	0.30	0.89	0.11	0.01
Control Delay (s/veh)	8.3	11.3	2.2	6.1	66.3	5.7	24.2
Queue Delay	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	8.3	11.6	2.2	6.4	66.3	5.7	24.2
Queue Length 50th (ft)	1	95	1	25	186	0	3
Queue Length 95th (ft)	m3	176	22	47	#315	28	15
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	611	1061	939	1877	377	642	495
Starvation Cap Reductn	0	182	0	685	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.50	0.17	0.47	0.78	0.10	0.02

Intersection Summary

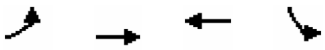
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	100	408	448	97	63	109
v/c Ratio	0.13	0.26	0.17	0.07	0.45	0.48
Control Delay (s/veh)	1.9	1.9	5.7	0.4	56.0	16.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.9	2.2	5.7	0.4	56.0	16.1
Queue Length 50th (ft)	4	17	46	0	41	0
Queue Length 95th (ft)	20	65	76	7	82	51
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	816	1522	2496	1597	421	463
Starvation Cap Reductn	0	589	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.44	0.18	0.06	0.15	0.24

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	109	244	384	202
v/c Ratio	0.15	0.18	0.35	0.72
Control Delay (s/veh)	5.7	5.2	11.4	51.4
Queue Delay	0.0	0.0	0.6	0.0
Total Delay (s/veh)	5.7	5.2	12.0	51.4
Queue Length 50th (ft)	16	39	110	115
Queue Length 95th (ft)	40	83	199	176
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	693	1322	1092	436
Starvation Cap Reductn	0	0	384	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.18	0.54	0.46

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	273	48	198	325
v/c Ratio	0.51	0.07	0.13	0.53
Control Delay (s/veh)	14.7	9.3	0.1	14.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	9.3	0.1	14.8
Queue Length 50th (ft)	46	7	0	53
Queue Length 95th (ft)	121	25	0	144
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	846	1061	1503	1376
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.05	0.13	0.24

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	226	238	228	74
v/c Ratio	0.42	0.53	0.45	0.11
Control Delay (s/veh)	14.5	17.3	15.4	11.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	17.3	15.4	11.3
Queue Length 50th (ft)	39	42	39	11
Queue Length 95th (ft)	101	113	109	38
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1342	1280	1203	1524
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.19	0.05

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	154	26	7	697	90	186	257
v/c Ratio	0.00	0.64	0.07	0.00	0.75	0.10	0.49	0.20
Control Delay (s/veh)	18.0	33.6	0.3	4.7	21.1	0.2	10.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	33.6	0.3	4.7	21.1	0.2	10.6	7.1
Queue Length 50th (ft)	0	47	0	1	182	0	20	28
Queue Length 95th (ft)	4	97	0	5	#412	0	#58	105
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	218	510	636	732	919	867	377	1243
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.30	0.04	0.01	0.76	0.10	0.49	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	48	242	264	440	36	317	63
v/c Ratio	0.11	0.32	0.51	0.27	0.05	0.68	0.10
Control Delay (s/veh)	10.9	12.3	23.9	0.4	13.0	25.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.9	12.3	23.9	0.4	13.0	25.6	1.1
Queue Length 50th (ft)	8	47	80	0	7	94	0
Queue Length 95th (ft)	29	113	178	0	27	208	6
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	482	1495	1148	1599	1093	822	1016
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.16	0.23	0.28	0.03	0.39	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	506	46	70	571	130	122	41	61
v/c Ratio	0.04	0.60	0.04	0.17	0.31	0.54	0.41	0.28	0.33
Control Delay (s/veh)	11.1	26.0	0.0	11.6	14.9	39.2	19.1	39.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.1	26.0	0.0	11.6	14.9	39.2	19.1	39.0	17.4
Queue Length 50th (ft)	5	202	0	15	72	64	26	20	3
Queue Length 95th (ft)	18	#447	0	42	171	111	70	49	37
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	556	835	1137	441	1788	384	428	315	332
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.61	0.04	0.16	0.32	0.34	0.29	0.13	0.18

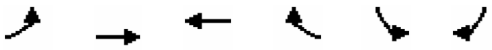
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



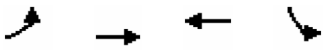
Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	439	186	556	159	49	5
v/c Ratio	0.01	0.40	0.18	0.26	0.61	0.09	0.01
Control Delay (s/veh)	6.1	13.0	3.0	6.3	31.7	3.6	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	6.1	13.0	3.0	6.5	31.7	3.6	0.0
Queue Length 50th (ft)	1	107	0	39	53	0	0
Queue Length 95th (ft)	6	216	34	77	94	14	0
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	691	1089	986	2066	459	632	607
Starvation Cap Reductn	0	0	0	721	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.40	0.19	0.41	0.35	0.08	0.01

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	57	445	493	82	50	76
v/c Ratio	0.08	0.28	0.19	0.05	0.32	0.36
Control Delay (s/veh)	2.6	3.1	5.5	0.5	39.5	14.0
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	4.2	5.5	0.5	39.5	14.0
Queue Length 50th (ft)	5	47	47	0	24	0
Queue Length 95th (ft)	14	90	78	7	55	37
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	759	1535	2585	1564	442	460
Starvation Cap Reductn	0	826	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.63	0.19	0.05	0.11	0.17

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	85	298	370	160
v/c Ratio	0.11	0.23	0.42	0.56
Control Delay (s/veh)	4.8	4.9	14.6	31.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	4.9	14.6	31.2
Queue Length 50th (ft)	9	34	93	54
Queue Length 95th (ft)	24	75	177	104
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	754	1257	867	574
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.24	0.43	0.28

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	206	32	200	339
v/c Ratio	0.44	0.05	0.12	0.47
Control Delay (s/veh)	14.4	9.9	0.1	11.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	9.9	0.1	11.8
Queue Length 50th (ft)	30	4	0	47
Queue Length 95th (ft)	92	19	0	124
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	853	1148	1543	1443
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.03	0.13	0.23

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	245	216	239	77
v/c Ratio	0.46	0.47	0.46	0.12
Control Delay (s/veh)	15.1	16.0	14.8	10.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	16.0	14.8	10.8
Queue Length 50th (ft)	42	37	40	11
Queue Length 95th (ft)	107	99	108	38
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1365	1369	1212	1426
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.20	0.05

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	4	93	32	4	357	80	226	428
v/c Ratio	0.01	0.31	0.08	0.00	0.48	0.10	0.35	0.33
Control Delay (s/veh)	13.5	18.5	0.4	4.7	13.3	0.2	6.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	18.5	0.4	4.7	13.3	0.2	6.2	7.5
Queue Length 50th (ft)	0	18	0	0	66	0	20	44
Queue Length 95th (ft)	7	58	0	3	143	0	56	174
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	299	804	889	639	1213	1107	643	1341
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.12	0.04	0.01	0.29	0.07	0.35	0.32

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	42	229	184	442	43	347	52
v/c Ratio	0.10	0.35	0.39	0.27	0.06	0.66	0.07
Control Delay (s/veh)	12.3	14.1	22.3	0.4	11.1	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	14.1	22.3	0.4	11.1	21.1	0.2
Queue Length 50th (ft)	8	46	37	0	5	57	0
Queue Length 95th (ft)	27	109	129	0	29	212	2
Internal Link Dist (ft)		3660	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	429	1621	1166	1615	1128	874	1048
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.16	0.27	0.04	0.40	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	471	69	53	485	106	101	48	58
v/c Ratio	0.10	0.46	0.05	0.10	0.25	0.47	0.39	0.31	0.31
Control Delay (s/veh)	10.4	20.4	0.4	10.5	15.2	38.5	21.1	39.4	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	20.4	0.4	10.5	15.2	38.5	21.1	39.4	16.2
Queue Length 50th (ft)	12	176	0	11	80	52	23	23	2
Queue Length 95th (ft)	34	#373	4	32	142	96	65	54	35
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	623	1016	1302	542	1905	403	426	315	330
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.46	0.05	0.10	0.25	0.26	0.24	0.15	0.18

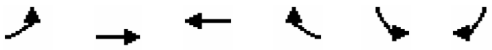
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



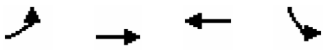
Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	12	405	175	444	160	46	6
v/c Ratio	0.01	0.37	0.17	0.21	0.62	0.08	0.02
Control Delay (s/veh)	6.1	12.8	3.0	5.9	32.0	3.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.1	12.8	3.0	5.9	32.0	3.3	14.8
Queue Length 50th (ft)	1	97	0	30	54	0	1
Queue Length 95th (ft)	8	198	34	62	95	13	8
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	736	1083	1004	2104	449	661	518
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.37	0.17	0.21	0.36	0.07	0.01

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	82	382	365	76	48	92
v/c Ratio	0.10	0.24	0.14	0.05	0.31	0.41
Control Delay (s/veh)	2.6	2.9	5.9	0.6	39.3	14.1
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.8	5.9	0.6	39.3	14.1
Queue Length 50th (ft)	7	38	33	0	23	0
Queue Length 95th (ft)	18	75	58	7	54	41
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	832	1538	2509	1557	451	472
Starvation Cap Reductn	0	870	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.57	0.15	0.05	0.11	0.19

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	56	288	370	114
v/c Ratio	0.06	0.19	0.29	0.58
Control Delay (s/veh)	3.2	3.3	8.0	51.0
Queue Delay	0.0	0.0	0.5	0.0
Total Delay (s/veh)	3.2	3.3	8.6	51.0
Queue Length 50th (ft)	6	35	85	66
Queue Length 95th (ft)	17	70	150	113
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	828	1468	1254	460
Starvation Cap Reductn	0	0	526	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.20	0.51	0.25

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	205	42	209	332
v/c Ratio	0.43	0.06	0.13	0.46
Control Delay (s/veh)	14.0	10.0	0.1	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	10.0	0.1	11.6
Queue Length 50th (ft)	29	5	0	46
Queue Length 95th (ft)	87	23	0	115
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	888	1137	1576	1450
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.04	0.13	0.23

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	249	216	226	67
v/c Ratio	0.46	0.47	0.45	0.10
Control Delay (s/veh)	15.0	15.8	14.8	10.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	15.8	14.8	10.6
Queue Length 50th (ft)	42	37	37	10
Queue Length 95th (ft)	105	95	99	33
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1374	1381	1175	1473
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.19	0.05

Intersection Summary



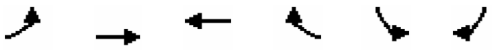
Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	2	126	11	8	377	164	520	300
v/c Ratio	0.00	0.41	0.02	0.01	0.62	0.24	0.93	0.26
Control Delay (s/veh)	14.5	20.3	0.1	5.4	17.9	2.5	41.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	20.3	0.1	5.4	17.9	2.5	41.6	8.4
Queue Length 50th (ft)	0	26	0	1	74	0	~64	31
Queue Length 95th (ft)	5	74	0	6	165	21	#327	127
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	354	746	851	599	1215	1123	555	1229
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.17	0.01	0.01	0.31	0.15	0.94	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ATTACHMENT L: LOS CALCULATIONS – FULL BUILD CONDITIONS – AS-OF-RIGHT



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	154	230	96	157	44
Future Volume (vph)	23	154	230	96	157	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.960			0.850
Flt Protected		0.994			0.950	
Satd. Flow (prot)	0	1654	1622	0	1556	1553
Flt Permitted		0.994			0.950	
Satd. Flow (perm)	0	1654	1622	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	35	237	354	148	242	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	272	502	0	242	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	154	230	96	157	44
Future Vol, veh/h	23	154	230	96	157	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	35	237	354	148	242	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	502	0	-	0	735	428
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	967	-	-	-	367	623
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	967	-	-	-	351	623
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	30.94
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	234	-	-	-	351	623
HCM Lane V/C Ratio	0.037	-	-	-	0.687	0.08
HCM Control Delay (s/veh)	8.9	0	-	-	35	11.3
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	4.9	0.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	310	37	15	347	14	13
Future Volume (vph)	310	37	15	347	14	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.937	
Flt Protected				0.998	0.974	
Satd. Flow (prot)	1767	0	0	1777	1239	0
Flt Permitted				0.998	0.974	
Satd. Flow (perm)	1767	0	0	1777	1239	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	344	41	17	386	16	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	385	0	0	403	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

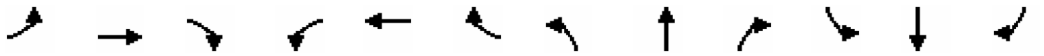
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	37	15	347	14	13
Future Vol, veh/h	310	37	15	347	14	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	344	41	17	386	16	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	386	0	784	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1184	-	307	616
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1184	-	301	616
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.33	14.74
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	75	-
HCM Lane V/C Ratio	0.075	-	-	0.014	-
HCM Control Delay (s/veh)	14.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

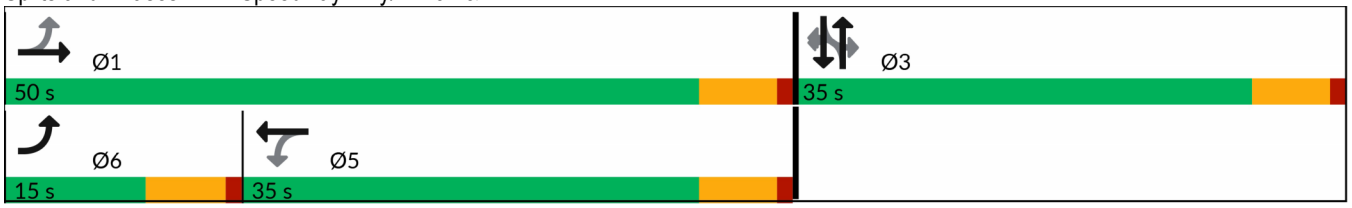


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	292	4	3	255	465	7	25	1	483	28	98
Future Volume (vph)	104	292	4	3	255	465	7	25	1	483	28	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.996				0.850
Flt Protected	0.950				0.999			0.989			0.955	
Satd. Flow (prot)	1719	1676	0	0	1731	1468	0	1729	0	0	1662	1417
Flt Permitted	0.331				0.995			0.895			0.711	
Satd. Flow (perm)	599	1676	0	0	1724	1468	0	1565	0	0	1237	1417
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				500		1				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	112	314	4	3	274	500	8	27	1	519	30	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	318	0	0	277	500	0	36	0	0	549	105
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	27.6	27.6			16.5	69.6		29.7			29.7	29.7
Actuated g/C Ratio	0.40	0.40			0.24	1.00		0.43			0.43	0.43
v/c Ratio	0.30	0.47			0.67	0.34		0.05			1.03	0.15
Control Delay (s/veh)	14.2	17.1			33.8	0.6		15.2			76.7	3.8
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	14.2	17.1			33.8	0.6		15.2			76.7	3.8
LOS	B	B			C	A		B			E	A
Approach Delay (s/veh)		16.4			12.5			15.3			65.0	
Approach LOS		B			B			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 69.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 31.5		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	816	2	11	700	1	8
Future Volume (vph)	816	2	11	700	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.878	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1724	0	0	3277	1660	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1724	0	0	3277	1660	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	897	2	12	769	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	899	0	0	781	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

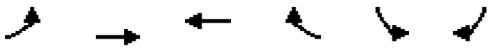
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	816	2	11	700	1	8
Future Vol, veh/h	816	2	11	700	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	897	2	12	769	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	899	0	1307	898
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	699	-	166	341
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	162	341
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.37	17.25
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	304	-	-	56	-
HCM Lane V/C Ratio	0.033	-	-	0.017	-
HCM Control Delay (s/veh)	17.3	-	-	10.2	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	824	708	2	3	3
Future Volume (vph)	0	824	708	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3339	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3339	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	877	753	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	877	755	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

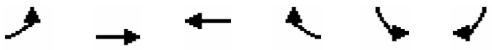
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	824	708	2	3	3
Future Vol, veh/h	0	824	708	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	877	753	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	755	0	-	0	1631	378
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	864	-	-	-	80	626
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	345	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	864	-	-	-	80	626
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	345	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	31.66
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	864	-	-	-	141
HCM Lane V/C Ratio	-	-	-	-	0.045
HCM Control Delay (s/veh)	0	-	-	-	31.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	827	659	0	8	51
Future Volume (vph)	0	827	659	0	8	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	0	4759	3343	0	1586	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4759	3343	0	1586	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	880	701	0	9	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	880	701	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

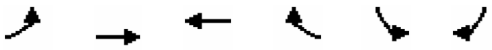
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	827	659	0	8	51
Future Vol, veh/h	0	827	659	0	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	880	701	0	9	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1053	351
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	258	634
Stage 1	0	-	-	0	445	-
Stage 2	0	-	-	0	652	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	258	634
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	652	-

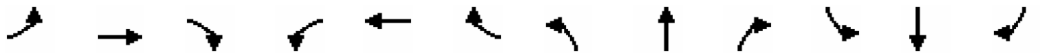
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.71
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	529
HCM Lane V/C Ratio	-	-	0.119
HCM Control Delay (s/veh)	-	-	12.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	805	659	28	0	0
Future Volume (vph)	29	805	659	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.994			
Flt Protected		0.998				
Satd. Flow (prot)	0	4757	3333	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4757	3333	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	31	856	701	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	887	731	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			

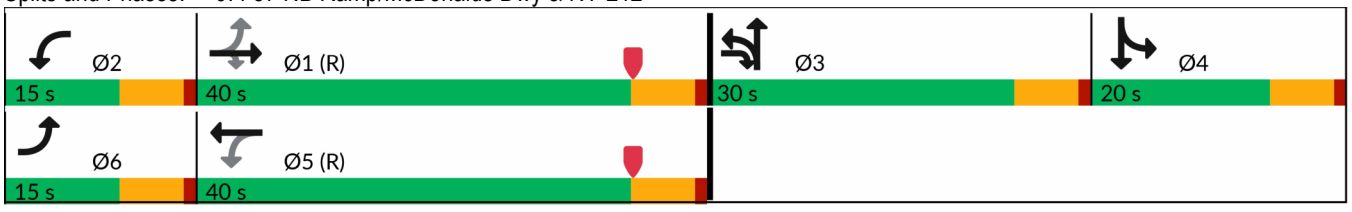


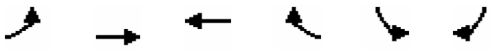
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	597	183	95	484	30	183	7	59	40	16	20
Future Volume (vph)	25	597	183	95	484	30	183	7	59	40	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.991			0.927			0.916	
Flt Protected	0.950			0.950			0.950	0.978		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3196	0	1573	1463	0	1752	1561	0
Flt Permitted	0.416			0.165			0.950	0.978		0.950		
Satd. Flow (perm)	753	1712	1455	290	3196	0	1573	1463	0	1752	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			215		6			42			24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	29	702	215	112	569	35	215	8	69	47	19	24
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	29	702	215	112	604	0	150	142	0	47	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	57.7	52.4	74.5	63.7	58.6		16.1	16.1		7.4	7.4	
Actuated g/C Ratio	0.55	0.50	0.71	0.61	0.56		0.15	0.15		0.07	0.07	
v/c Ratio	0.06	0.82	0.19	0.41	0.33		0.62	0.54		0.38	0.32	
Control Delay (s/veh)	11.5	35.6	1.4	12.3	11.5		52.0	35.4		54.8	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.1		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.5	35.6	1.4	12.3	11.7		52.0	35.4		54.8	32.2	
LOS	B	D	A	B	B		D	D		D	C	
Approach Delay (s/veh)		27.1			11.8			44.0			44.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 24.9		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	697	609	0	0	0
Future Volume (vph)	0	697	609	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	766	669	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	766	669	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

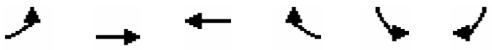
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	697	609	0	0	0
Future Vol, veh/h	0	697	609	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	766	669	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1435	335
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	766	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	168	569
Stage 1	0	-	-	0	398	-
Stage 2	0	-	-	0	450	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	168	569
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	697	609	0	0	0
Future Volume (vph)	0	697	609	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	766	669	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	766	669	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

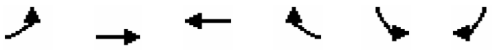
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	697	609	0	0	0
Future Vol, veh/h	0	697	609	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	766	669	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	669	0	-	0	1435	335
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	766	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	930	-	-	-	137	662
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	930	-	-	-	137	662
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	462	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	930	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	684	608	9	0	1
Future Volume (vph)	13	684	608	9	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4761	3304	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4761	3304	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	14	752	668	10	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	766	678	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

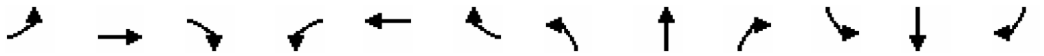
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	684	608	9	0	1
Future Vol, veh/h	13	684	608	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	14	752	668	10	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	678	0	-	0	1002	339
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	923	-	-	-	276	663
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	923	-	-	-	271	663
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.32	0	10.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	101	-	-	-	663
HCM Lane V/C Ratio	0.015	-	-	-	0.002
HCM Control Delay (s/veh)	9	0.2	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

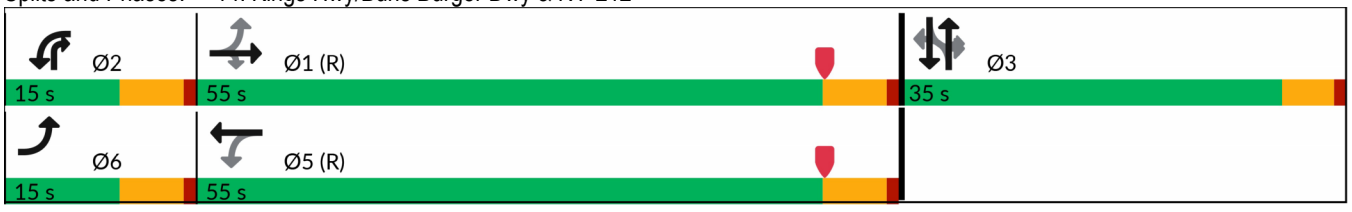


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	353	328	64	391	1	226	0	20	0	0	0
Future Volume (vph)	3	353	328	64	391	1	226	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.993			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3359	0	0	1543	1324	0	1900	0
Flt Permitted	0.478				0.841			0.757				
Satd. Flow (perm)	908	1759	1442	0	2845	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			345						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	372	345	67	412	1	238	0	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	372	345	0	480	0	0	238	21	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	67.8	66.0	66.0		68.9			23.8	33.3			
Actuated g/C Ratio	0.65	0.63	0.63		0.66			0.23	0.32			
v/c Ratio	0.00	0.33	0.33		0.25			0.85	0.04			
Control Delay (s/veh)	10.3	9.9	2.4		6.2			65.2	5.1			
Queue Delay	0.0	0.5	0.3		0.2			0.0	0.0			
Total Delay (s/veh)	10.3	10.4	2.7		6.4			65.2	5.1			
LOS	B	B	A		A			E	A			
Approach Delay (s/veh)		6.8			6.5			60.4				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	363	10	10	452	4	14
Future Volume (vph)	363	10	10	452	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.996				0.893	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3297	0	0	3368	1505	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3297	0	0	3368	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	395	11	11	491	4	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	406	0	0	502	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.6%		ICU Level of Service A	
Analysis Period (min) 15			

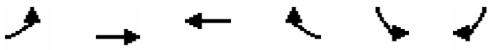
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	363	10	10	452	4	14
Future Vol, veh/h	363	10	10	452	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	395	11	11	491	4	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	405	0	667	203
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1088	-	344	786
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	340	786
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	11.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	609	-	-	78	-
HCM Lane V/C Ratio	0.032	-	-	0.01	-
HCM Control Delay (s/veh)	11.1	-	-	8.3	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

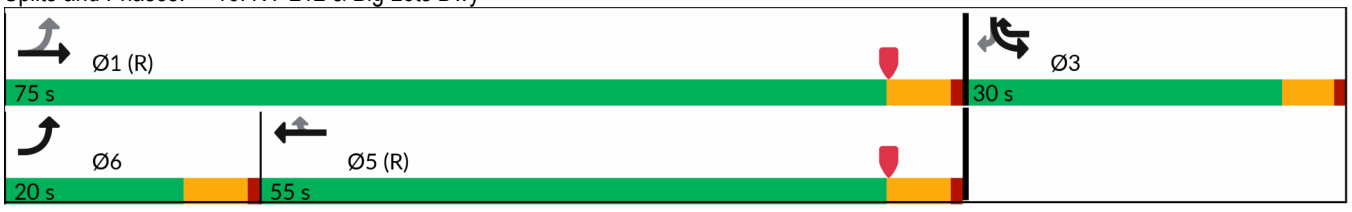


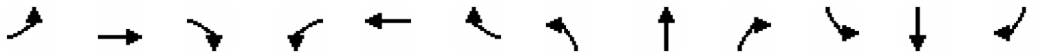
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	362	450	7	3	12
Future Volume (vph)	15	362	450	7	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.427				0.950	
Satd. Flow (perm)	751	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		14
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	17	421	523	8	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	421	523	8	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	92.7	95.1	90.8	98.7	5.3	5.3
Actuated g/C Ratio	0.88	0.91	0.86	0.94	0.05	0.05
v/c Ratio	0.02	0.27	0.18	0.00	0.04	0.14
Control Delay (s/veh)	1.6	1.7	2.6	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.6	1.9	2.6	0.7	48.3	25.8
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		1.9	2.6		29.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	362	3	35	456	0	0	0	49	1	0	0
Future Volume (vph)	0	362	3	35	456	0	0	0	49	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	411	3	40	518	0	0	0	56	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	414	0	40	518	0	0	56	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	362	3	35	456	0	0	0	49	1	0	0
Future Vol, veh/h	0	362	3	35	456	0	0	0	49	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	411	3	40	518	0	0	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	415	0	0	1011	1011	413	1009	1013	518
Stage 1	-	-	-	-	-	-	413	413	-	598	598	-
Stage 2	-	-	-	-	-	-	598	598	-	411	415	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1058	-	-	1139	-	-	220	242	624	221	241	561
Stage 1	-	-	-	-	-	-	620	597	-	493	494	-
Stage 2	-	-	-	-	-	-	493	494	-	622	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1139	-	-	212	233	624	194	233	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	233	-	194	233	-
Stage 1	-	-	-	-	-	-	620	597	-	475	477	-
Stage 2	-	-	-	-	-	-	475	477	-	566	596	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.59	11.33	23.67
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	624	1058	-	-	1139	-	-	194
HCM Lane V/C Ratio	0.089	-	-	-	0.035	-	-	0.006
HCM Control Delay (s/veh)	11.3	0	-	-	8.3	-	-	23.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

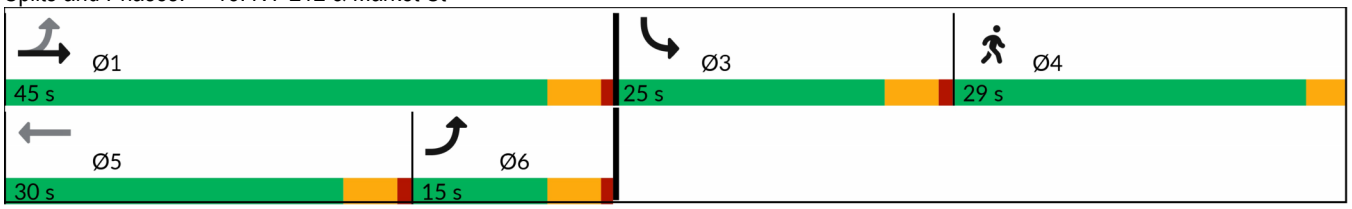


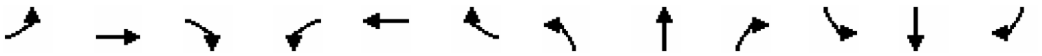
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	87	197	299	42	49	67	
Future Volume (vph)	87	197	299	42	49	67	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.983		0.922		
Flt Protected	0.950				0.979		
Satd. Flow (prot)	1641	1712	1774	0	1566	0	
Flt Permitted	0.472				0.979		
Satd. Flow (perm)	815	1712	1774	0	1566	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	101	229	348	49	57	78	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	101	229	397	0	135	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	42.7	42.7	31.1		9.4		
Actuated g/C Ratio	0.73	0.73	0.53		0.16		
v/c Ratio	0.14	0.18	0.42		0.53		
Control Delay (s/veh)	4.9	4.4	14.5		31.1		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	4.9	4.4	14.5		31.1		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.6	14.5		31.1		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 58.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 13.3		Intersection LOS: B	
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





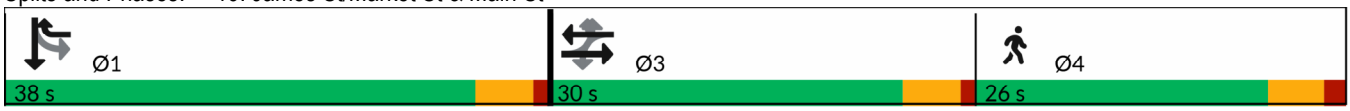
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	23	1	0	24	195	0	0	0	181	0	95
Future Volume (vph)	164	23	1	0	24	195	0	0	0	181	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.953	
Flt Protected		0.958									0.968	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1575	0
Flt Permitted		0.730									0.968	
Satd. Flow (perm)	0	1301	0	0	1743	1442	0	0	0	0	1575	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	219	31	1	0	32	260	0	0	0	241	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	32	260	0	0	0	0	368	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.4			16.4	45.3					18.4	
Actuated g/C Ratio		0.36			0.36	1.00					0.41	
v/c Ratio		0.53			0.05	0.18					0.57	
Control Delay (s/veh)		17.2			11.0	0.2					15.1	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.2			11.0	0.2					15.1	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.3			1.5						15.1	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 45.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

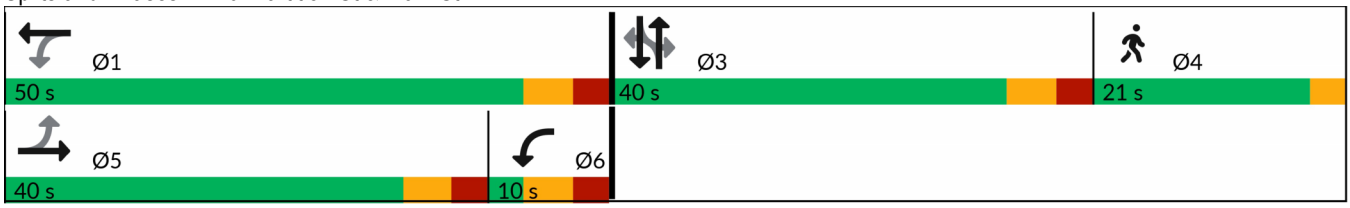
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	89	106	67	109	7	105	25	81	3	36	4
Future Volume (vph)	9	89	106	67	109	7	105	25	81	3	36	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.995			0.948			0.987	
Flt Protected		0.998			0.982			0.976			0.997	
Satd. Flow (prot)	0	1562	0	0	1711	0	0	1619	0	0	1824	0
Flt Permitted		0.977			0.787			0.811			0.974	
Satd. Flow (perm)	0	1529	0	0	1371	0	0	1345	0	0	1782	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	13	125	149	94	154	10	148	35	114	4	51	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	258	0	0	297	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.4			17.4			19.7			19.7	
Actuated g/C Ratio		0.33			0.33			0.38			0.38	
v/c Ratio		0.56			0.56			0.58			0.09	
Control Delay (s/veh)		20.0			20.7			18.8			11.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.0			20.7			18.8			11.5	
LOS		C			C			B			B	
Approach Delay (s/veh)		20.1			20.8			18.8			11.6	
Approach LOS		C			C			B			B	

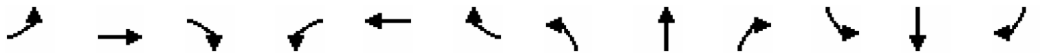
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 19.3		Intersection LOS: B	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

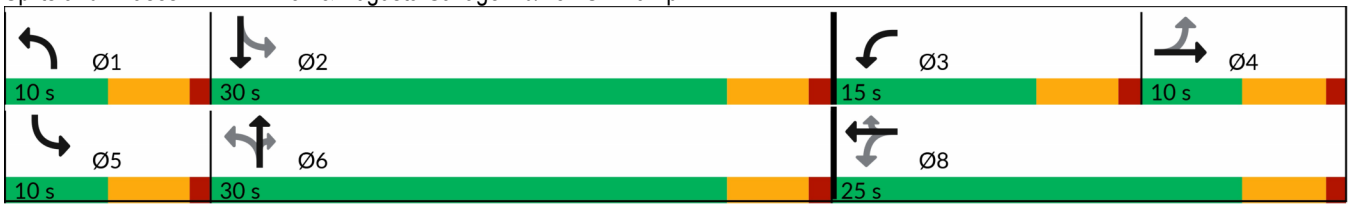


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	74	74	116	45	65	39	415	140	218	419	43
Future Volume (vph)	92	74	74	116	45	65	39	415	140	218	419	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958				0.850			0.850		0.986	
Flt Protected		0.981			0.965		0.950			0.950		
Satd. Flow (prot)	0	1364	0	0	1307	1346	1805	1696	1495	1736	1762	0
Flt Permitted		0.804			0.636		0.433			0.320		
Satd. Flow (perm)	0	1118	0	0	861	1346	823	1696	1495	585	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				117			201		9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	94	76	76	118	46	66	40	423	143	222	428	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	246	0	0	164	66	40	423	143	222	472	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		14.7			14.7	14.7	22.4	17.4	17.4	26.3	24.6	
Actuated g/C Ratio		0.28			0.28	0.28	0.42	0.33	0.33	0.49	0.46	
v/c Ratio		0.74			0.68	0.14	0.09	0.76	0.22	0.55	0.57	
Control Delay (s/veh)		32.4			35.4	1.9	7.7	26.4	1.9	15.0	16.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		32.4			35.4	1.9	7.7	26.4	1.9	15.0	16.4	
LOS		C			D	A	A	C	A	B	B	
Approach Delay (s/veh)		32.5			25.8			19.4			16.0	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 53.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 20.7		Intersection LOS: C	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	567	676	0
Future Volume (vph)	0	4	4	567	676	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	623	743	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	623	743	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	567	676	0
Future Vol, veh/h	0	4	4	567	676	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	623	743	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1375	743	743	0	-	0
Stage 1	743	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	162	380	874	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	380	874	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.59	0.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	874	-	380	-	-
HCM Lane V/C Ratio	0.005	-	0.012	-	-
HCM Control Delay (s/veh)	9.1	-	14.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	472	617	0
Future Volume (vph)	0	4	2	472	617	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1790	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1790	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	536	701	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	538	701	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

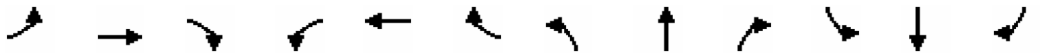
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	472	617	0
Future Vol, veh/h	0	4	2	472	617	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	536	701	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1242	701	701	0	-	0
Stage 1	701	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	195	367	710	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	367	710	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.93	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	367	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s/veh)	10.1	0	14.9	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	15	35	7	26	9	415	48	89	567	1
Future Volume (vph)	0	11	15	35	7	26	9	415	48	89	567	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.947			0.986				
Flt Protected					0.975			0.999			0.993	
Satd. Flow (prot)	0	1682	0	0	1675	0	0	1618	0	0	1806	0
Flt Permitted					0.975			0.999			0.993	
Satd. Flow (perm)	0	1682	0	0	1675	0	0	1618	0	0	1806	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	12	16	37	7	28	10	441	51	95	603	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	72	0	0	502	0	0	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	15	35	7	26	9	415	48	89	567	1
Future Vol, veh/h	0	11	15	35	7	26	9	415	48	89	567	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	17	8	40	15	17	1	5	0
Mvmt Flow	0	12	16	37	7	28	10	441	51	95	603	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1257	1305	604	1285	1280	467	604	0	0	493	0	0
Stage 1	793	793	-	486	486	-	-	-	-	-	-	-
Stage 2	464	512	-	798	794	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.67	6.28	4.5	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.153	3.372	2.56	-	-	2.209	-	-
Pot Cap-1 Maneuver	149	154	502	143	155	584	813	-	-	1076	-	-
Stage 1	385	389	-	566	527	-	-	-	-	-	-	-
Stage 2	582	524	-	382	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	132	502	109	132	584	813	-	-	1076	-	-
Mov Cap-2 Maneuver	115	132	-	109	132	-	-	-	-	-	-	-
Stage 1	334	337	-	557	518	-	-	-	-	-	-	-
Stage 2	537	515	-	310	329	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.84	43.81	0.18	1.17
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	229	163	244	-	-
HCM Lane V/C Ratio	0.012	-	-	0.121	0.445	0.088	-	-
HCM Control Delay (s/veh)	9.5	0	-	22.8	43.8	8.7	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	139	2	338	103	0	518
Future Volume (vph)	139	2	338	103	0	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.968			
Flt Protected	0.953					
Satd. Flow (prot)	1690	0	1686	0	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1690	0	1686	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	151	2	367	112	0	563
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	0	479	0	0	563
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	139	2	338	103	0	518
Future Vol, veh/h	139	2	338	103	0	518
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	7	16	0	5
Mvmt Flow	151	2	367	112	0	563

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	986	423	0	0	479	0
Stage 1	423	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	269	635	-	-	1094	-
Stage 1	650	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	635	-	-	1094	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	34.26	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	271	1094	-
HCM Lane V/C Ratio	-	-	0.565	-	-
HCM Control Delay (s/veh)	-	-	34.3	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.2	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	34	0	341	0	48	513	0
Future Volume (vph)	0	1	4	1	0	34	0	341	0	48	513	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	35	0	355	0	50	534	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	36	0	0	355	0	0	584	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	4	1	0	34	0	341	0	48	513	0
Future Vol, veh/h	0	1	4	1	0	34	0	341	0	48	513	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	35	0	355	0	50	534	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	990	990	534	990	990	355	534	0	0	355	0	0
Stage 1	634	634	-	355	355	-	-	-	-	-	-	-
Stage 2	355	355	-	635	634	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	227	170	504	152	249	665	1044	-	-	1187	-	-
Stage 1	470	349	-	501	633	-	-	-	-	-	-	-
Stage 2	666	488	-	336	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	160	504	141	234	665	1044	-	-	1187	-	-
Mov Cap-2 Maneuver	202	160	-	141	234	-	-	-	-	-	-	-
Stage 1	442	328	-	501	633	-	-	-	-	-	-	-
Stage 2	631	488	-	313	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.37	11.38	0	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1044	-	-	352	601	154	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.061	0.042	-	-
HCM Control Delay (s/veh)	0	-	-	15.4	11.4	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	4	59	12	0	77
Future Volume (vph)	25	4	59	12	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982		0.977			
Flt Protected	0.959					
Satd. Flow (prot)	1789	0	1626	0	0	1667
Flt Permitted	0.959					
Satd. Flow (perm)	1789	0	1626	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	45	7	105	21	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	126	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	4	59	12	0	77
Future Vol, veh/h	25	4	59	12	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	45	7	105	21	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	116	0	0	127	0
Stage 1	116	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	739	942	-	-	1472	-
Stage 1	914	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	739	942	-	-	1472	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.07	0	0
HCM LOS	B		

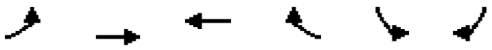
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1472	-
HCM Lane V/C Ratio	-	-	0.068	-	-
HCM Control Delay (s/veh)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	4.0	8.6	1.0	0.4	4.1
Stop Delay (hr)	0.0	0.9	0.1	0.0	1.0
Stop Del/Veh (s)	3.0	6.7	0.3	0.2	2.9

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	43	74	6	31	49
Average Queue (ft)	9	54	0	3	8
95th Queue (ft)	34	65	6	18	33
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	1	50	0	0	0
Queuing Penalty (veh)	2	140	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	49	287	231	182	110	31
Future Volume (vph)	49	287	231	182	110	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.940			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1745	1712	0	1641	1417
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1745	1712	0	1641	1417
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	8%	3%	6%	10%	14%
Adj. Flow (vph)	51	296	238	188	113	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	347	426	0	113	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

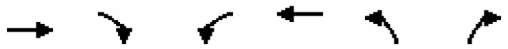
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	287	231	182	110	31
Future Vol, veh/h	49	287	231	182	110	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	8	3	6	10	14
Mvmt Flow	51	296	238	188	113	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	426	0	-	0	729	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	4.19	-	-	-	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.281	-	-	-	3.59	3.426
Pot Cap-1 Maneuver	1097	-	-	-	378	683
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	358	683
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.23	0	17.66
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	262	-	-	-	358	683
HCM Lane V/C Ratio	0.046	-	-	-	0.317	0.047
HCM Control Delay (s/veh)	8.4	0	-	-	19.7	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	423	32	15	425	34	19
Future Volume (vph)	423	32	15	425	34	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.951	
Flt Protected				0.998	0.969	
Satd. Flow (prot)	1794	0	0	1792	1649	0
Flt Permitted				0.998	0.969	
Satd. Flow (perm)	1794	0	0	1792	1649	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	0%	6%	0%	17%
Adj. Flow (vph)	441	33	16	443	35	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	474	0	0	459	55	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	423	32	15	425	34	19
Future Vol, veh/h	423	32	15	425	34	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	4	0	6	0	17
Mvmt Flow	441	33	16	443	35	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	474	0	931	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1099	-	299	573
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1099	-	293	573
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.28	16.99
HCM LOS			C

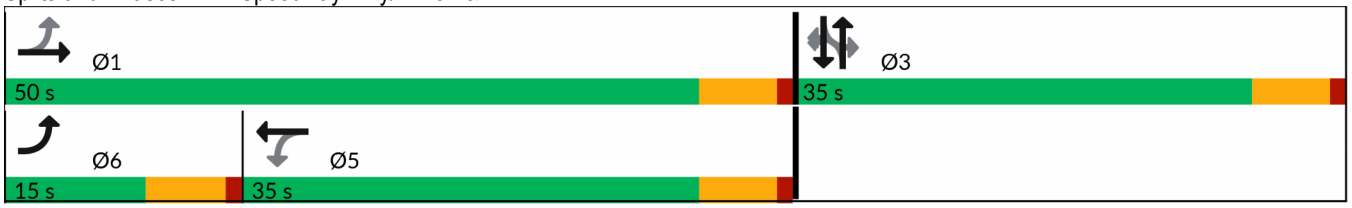
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	61	-
HCM Lane V/C Ratio	0.155	-	-	0.014	-
HCM Control Delay (s/veh)	17	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	332	5	5	348	772	8	23	7	593	45	152
Future Volume (vph)	118	332	5	5	348	772	8	23	7	593	45	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.976				0.850
Flt Protected	0.950				0.999			0.990			0.956	
Satd. Flow (prot)	1641	1818	0	0	1792	1553	0	1629	0	0	1732	1538
Flt Permitted	0.252				0.994			0.814			0.713	
Satd. Flow (perm)	435	1818	0	0	1783	1553	0	1339	0	0	1292	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				796		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	25%	0%	6%	4%	14%	11%	17%	5%	3%	5%
Adj. Flow (vph)	122	342	5	5	359	796	8	24	7	611	46	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	347	0	0	364	796	0	39	0	0	657	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	31.0	31.0			19.8	73.2		29.9			29.9	29.9
Actuated g/C Ratio	0.42	0.42			0.27	1.00		0.41			0.41	0.41
v/c Ratio	0.37	0.45			0.75	0.51		0.07			1.24	0.22
Control Delay (s/veh)	15.0	15.8			35.5	1.2		15.5			152.7	7.5
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	15.0	15.8			35.5	1.2		15.5			152.7	7.5
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.6			12.0			15.6			124.8	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 73.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay (s/veh): 49.7		Intersection LOS: D	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	885	6	20	1145	1	11
Future Volume (vph)	885	6	20	1145	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.876	
Flt Protected				0.999	0.996	
Satd. Flow (prot)	1808	0	0	3430	1658	0
Flt Permitted				0.999	0.996	
Satd. Flow (perm)	1808	0	0	3430	1658	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	13%	5%	0%	0%
Adj. Flow (vph)	912	6	21	1180	1	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	918	0	0	1201	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

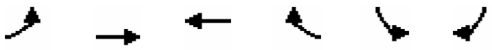
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	885	6	20	1145	1	11
Future Vol, veh/h	885	6	20	1145	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	13	5	0	0
Mvmt Flow	912	6	21	1180	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	919	0	1547	915
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	631	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	686	-	117	333
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	686	-	111	333
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	475	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.62	18.17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	286	-	-	62	-
HCM Lane V/C Ratio	0.043	-	-	0.03	-
HCM Control Delay (s/veh)	18.2	-	-	10.4	0.4
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	895	1163	5	1	2
Future Volume (vph)	1	895	1163	5	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.910	
Flt Protected					0.984	
Satd. Flow (prot)	0	1776	3403	0	1701	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1776	3403	0	1701	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	1	942	1224	5	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	943	1229	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

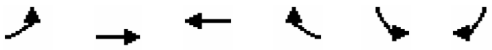
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	895	1163	5	1	2
Future Vol, veh/h	1	895	1163	5	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	1	942	1224	5	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1229	0	-	0	2171	615
Stage 1	-	-	-	-	1227	-
Stage 2	-	-	-	-	944	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	574	-	-	-	46	439
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	574	-	-	-	46	439
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	37.47
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	114
HCM Lane V/C Ratio	0.002	-	-	-	0.028
HCM Control Delay (s/veh)	11.3	0	-	-	37.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	896	1114	0	10	53
Future Volume (vph)	0	896	1114	0	10	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	4848	3374	0	1642	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	4848	3374	0	1642	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	0	933	1160	0	10	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	933	1160	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			

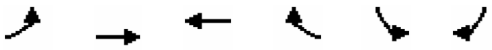
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	896	1114	0	10	53
Future Vol, veh/h	0	896	1114	0	10	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	2
Mvmt Flow	0	933	1160	0	10	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1534	580
Stage 1	-	-	-	-	1160	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	-	-	6.25	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	0	-	-	0	136	458
Stage 1	0	-	-	0	259	-
Stage 2	0	-	-	0	636	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	136	458
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	636	-

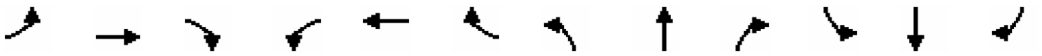
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.48
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	332
HCM Lane V/C Ratio	-	-	0.197
HCM Control Delay (s/veh)	-	-	18.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	889	1115	42	0	0
Future Volume (vph)	16	889	1115	42	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.999				
Satd. Flow (prot)	0	4849	3365	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4849	3365	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	17	926	1161	44	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	943	1205	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

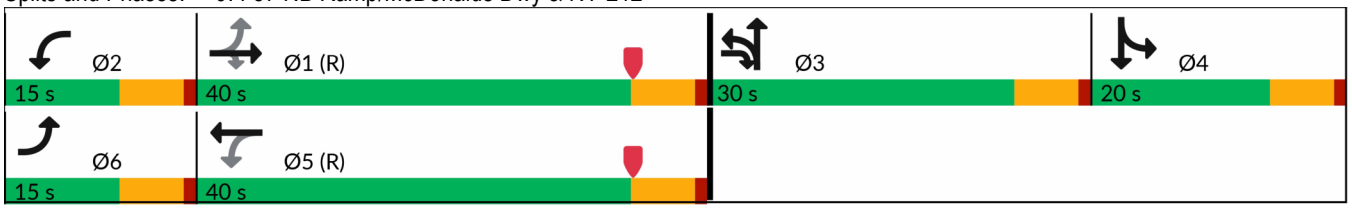


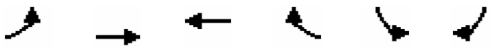
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	616	259	85	779	59	365	5	95	36	14	12
Future Volume (vph)	14	616	259	85	779	59	365	5	95	36	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.937			0.930	
Flt Protected	0.950			0.950			0.950	0.973		0.950		
Satd. Flow (prot)	1805	1792	1509	1612	3322	0	1633	1588	0	1805	1767	0
Flt Permitted	0.256			0.164			0.950	0.973		0.950		
Satd. Flow (perm)	486	1792	1509	278	3322	0	1633	1588	0	1805	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278		8			32			13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	7%	12%	8%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	15	662	278	91	838	63	392	5	102	39	15	13
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	15	662	278	91	901	0	255	244	0	39	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	54.3	50.2	78.5	60.2	56.7		21.1	21.1		6.9	6.9	
Actuated g/C Ratio	0.52	0.48	0.75	0.57	0.54		0.20	0.20		0.07	0.07	
v/c Ratio	0.04	0.77	0.23	0.36	0.50		0.77	0.70		0.33	0.21	
Control Delay (s/veh)	12.9	34.6	1.2	12.2	12.5		56.1	45.2		53.6	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.9	34.6	1.2	12.2	12.9		56.1	45.2		53.6	34.0	
LOS	B	C	A	B	B		E	D		D	C	
Approach Delay (s/veh)		24.6			12.9			50.8			45.5	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 25.7		Intersection LOS: C	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	747	916	0	3	8
Future Volume (vph)	0	747	916	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	0	1776	4848	0	1692	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1776	4848	0	1692	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	778	954	0	3	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	778	954	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

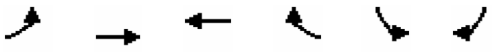
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	747	916	0	3	8
Future Vol, veh/h	0	747	916	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	0	778	954	0	3	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1732	477
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	778	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	114	461
Stage 1	0	-	-	0	268	-
Stage 2	0	-	-	0	444	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	114	461
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.97
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	252
HCM Lane V/C Ratio	-	-	0.045
HCM Control Delay (s/veh)	-	-	20
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	747	916	6	0	0
Future Volume (vph)	3	747	916	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1776	3372	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1776	3372	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	3	778	954	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	781	960	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

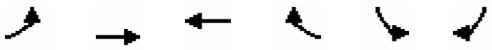
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	747	916	6	0	0
Future Vol, veh/h	3	747	916	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	3	778	954	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	960	0	-	0	1742	480
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	784	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	725	-	-	-	88	537
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	725	-	-	-	87	537
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	10	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	731	892	7	2	29
Future Volume (vph)	16	731	892	7	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.873	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	4836	3364	0	1446	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	4836	3364	0	1446	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	7%	7%	33%	50%	12%
Adj. Flow (vph)	17	761	929	7	2	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	778	936	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	731	892	7	2	29
Future Vol, veh/h	16	731	892	7	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	14	7	7	33	50	12
Mvmt Flow	17	761	929	7	2	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	936	0	-	0	1271	468
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	4.38	-	-	-	7.25	7.14
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	2.34	-	-	-	4.15	3.42
Pot Cap-1 Maneuver	657	-	-	-	128	515
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	657	-	-	-	124	515
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.51	0	14.09
HCM LOS			B

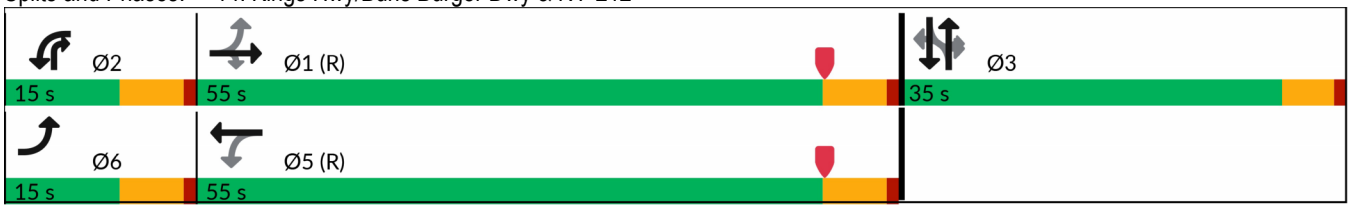
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	116	-	-	-	428
HCM Lane V/C Ratio	0.025	-	-	-	0.075
HCM Control Delay (s/veh)	10.6	0.3	-	-	14.1
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	502	226	59	581	7	316	1	67	7	2	1
Future Volume (vph)	5	502	226	59	581	7	316	1	67	7	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.986	
Flt Protected	0.950				0.995			0.953			0.966	
Satd. Flow (prot)	1805	1845	1538	0	3389	0	0	1725	1583	0	1810	0
Flt Permitted	0.396				0.809			0.720			0.822	
Satd. Flow (perm)	752	1845	1538	0	2756	0	0	1303	1583	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235		2				70		1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	14%	5%	0%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	5	523	235	61	605	7	329	1	70	7	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	523	235	0	673	0	0	330	70	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	60.9	57.1	57.1		64.3			28.4	38.0		28.4	
Actuated g/C Ratio	0.58	0.54	0.54		0.61			0.27	0.36		0.27	
v/c Ratio	0.01	0.52	0.24		0.39			0.93	0.11		0.02	
Control Delay (s/veh)	10.4	14.2	3.0		7.2			72.5	5.7		26.0	
Queue Delay	0.0	0.6	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	10.4	14.8	3.0		7.5			72.5	5.7		26.0	
LOS	B	B	A		A			E	A		C	
Approach Delay (s/veh)		11.2			7.5			60.9			26.0	
Approach LOS		B			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 20.7		Intersection LOS: C	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	569	7	11	642	5	9
Future Volume (vph)	569	7	11	642	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.910	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	3466	0	0	3400	1701	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3466	0	0	3400	1701	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	10%	6%	0%	0%
Adj. Flow (vph)	605	7	12	683	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	612	0	0	695	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

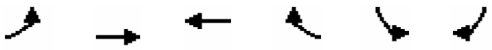
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	569	7	11	642	5	9
Future Vol, veh/h	569	7	11	642	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	10	6	0	0
Mvmt Flow	605	7	12	683	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	613	0	974	306
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	-	-	4.3	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	910	-	253	696
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	910	-	249	696
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	61	-
HCM Lane V/C Ratio	0.035	-	-	0.013	-
HCM Control Delay (s/veh)	13.8	-	-	9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

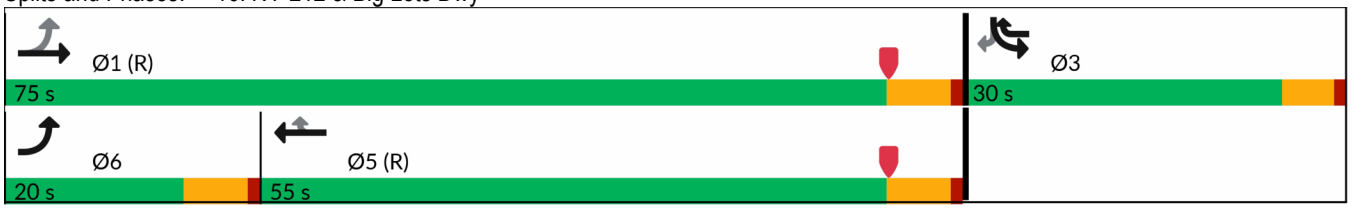


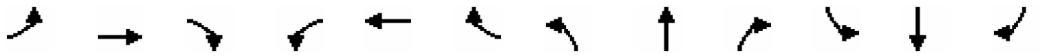
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	512	554	102	70	99
Future Volume (vph)	65	512	554	102	70	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1827	3438	1599	1805	1583
Flt Permitted	0.399				0.950	
Satd. Flow (perm)	729	1827	3438	1599	1805	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		104
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	5%	1%	0%	2%
Adj. Flow (vph)	68	539	583	107	74	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	539	583	107	74	104
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.3	85.3	76.0	91.7	8.7	8.7
Actuated g/C Ratio	0.81	0.81	0.72	0.87	0.08	0.08
v/c Ratio	0.10	0.36	0.23	0.07	0.49	0.46
Control Delay (s/veh)	2.6	2.8	5.8	0.4	56.5	15.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.2	5.8	0.4	56.5	15.5
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		3.1	5.0		32.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	577	5	26	653	1	3	1	82	1	0	0
Future Volume (vph)	0	577	5	26	653	1	3	1	82	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.871				
Flt Protected				0.950				0.998			0.950	
Satd. Flow (prot)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Flt Permitted				0.950				0.998			0.950	
Satd. Flow (perm)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	627	5	28	710	1	3	1	89	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	632	0	28	711	0	0	93	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	577	5	26	653	1	3	1	82	1	0	0
Future Vol, veh/h	0	577	5	26	653	1	3	1	82	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	4	6	0	0	0	4	0	0	0
Mvmt Flow	0	627	5	28	710	1	3	1	89	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	633	0	0	1396	1397	630	1395	1399	710
Stage 1	-	-	-	-	-	-	630	630	-	767	767	-
Stage 2	-	-	-	-	-	-	766	767	-	628	633	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	941	-	-	120	142	478	120	142	437
Stage 1	-	-	-	-	-	-	473	478	-	398	414	-
Stage 2	-	-	-	-	-	-	398	414	-	474	477	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	941	-	-	116	138	478	94	138	437
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	138	-	94	138	-
Stage 1	-	-	-	-	-	-	473	478	-	386	402	-
Stage 2	-	-	-	-	-	-	386	402	-	385	477	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.34	16	43.74
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	420	898	-	-	941	-	-	94
HCM Lane V/C Ratio	0.222	-	-	-	0.03	-	-	0.012
HCM Control Delay (s/veh)	16	0	-	-	8.9	-	-	43.7
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0

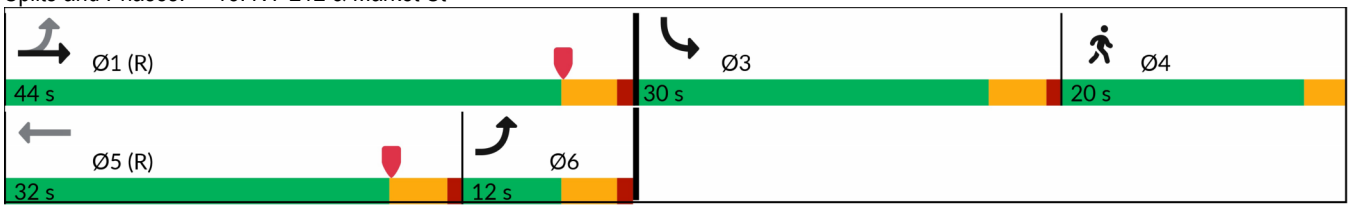


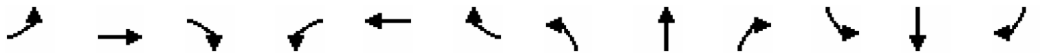
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	122	334	371	103	81	97	
Future Volume (vph)	122	334	371	103	81	97	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.971		0.926		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1671	1827	1749	0	1639	0	
Flt Permitted	0.401				0.978		
Satd. Flow (perm)	705	1827	1749	0	1639	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	8%	4%	7%	0%	5%	5%	
Adj. Flow (vph)	131	359	399	111	87	104	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	131	359	510	0	191	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	68.7	68.7	56.7		15.3		
Actuated g/C Ratio	0.73	0.73	0.60		0.16		
v/c Ratio	0.22	0.26	0.48		0.71		
Control Delay (s/veh)	6.2	5.4	13.3		51.7		
Queue Delay	0.0	0.0	1.5		0.0		
Total Delay (s/veh)	6.2	5.4	14.8		51.7		
LOS	A	A	B		D		
Approach Delay (s/veh)		5.7	14.9		51.8		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 17.0		Intersection LOS: B	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





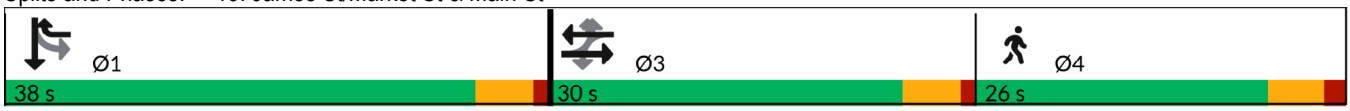
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	28	2	4	41	274	0	0	0	266	10	161
Future Volume (vph)	222	28	2	4	41	274	0	0	0	266	10	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.950	
Flt Protected		0.958			0.996						0.970	
Satd. Flow (prot)	0	1764	0	0	1842	1524	0	0	0	0	1709	0
Flt Permitted		0.716			0.974						0.970	
Satd. Flow (perm)	0	1318	0	0	1801	1524	0	0	0	0	1709	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	0%	0%	3%	6%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	244	31	2	4	45	301	0	0	0	292	11	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	49	301	0	0	0	0	480	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.5			18.5	52.2					23.2	
Actuated g/C Ratio		0.35			0.35	1.00					0.44	
v/c Ratio		0.59			0.07	0.19					0.63	
Control Delay (s/veh)		21.4			13.2	0.2					15.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		21.4			13.2	0.2					15.9	
LOS		C			B	A					B	
Approach Delay (s/veh)		21.4			2.1						16.0	
Approach LOS		C			A						B	

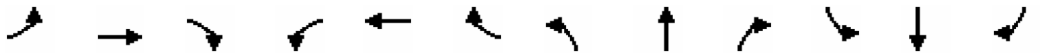
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 52.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



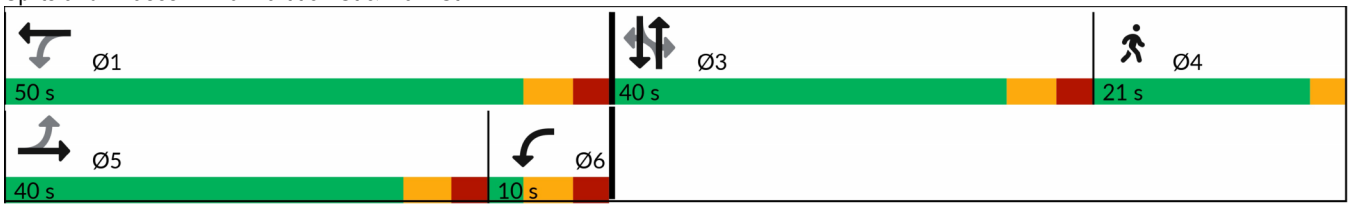
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	107	176	128	153	7	148	48	90	7	50	17
Future Volume (vph)	11	107	176	128	153	7	148	48	90	7	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.919			0.997			0.958			0.969	
Flt Protected		0.998			0.978			0.975			0.995	
Satd. Flow (prot)	0	1706	0	0	1774	0	0	1701	0	0	1803	0
Flt Permitted		0.982			0.715			0.794			0.957	
Satd. Flow (perm)	0	1678	0	0	1297	0	0	1385	0	0	1734	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	1%	4%	5%	0%	6%	0%	4%	0%	0%	7%
Adj. Flow (vph)	12	118	193	141	168	8	163	53	99	8	55	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	0	0	317	0	0	315	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		25.0			25.0			22.8			22.8	
Actuated g/C Ratio		0.40			0.40			0.36			0.36	
v/c Ratio		0.48			0.61			0.62			0.13	
Control Delay (s/veh)		17.4			21.6			24.6			15.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		17.4			21.6			24.6			15.9	
LOS		B			C			C			B	
Approach Delay (s/veh)		17.4			21.7			24.6			16.0	
Approach LOS		B			C			C			B	

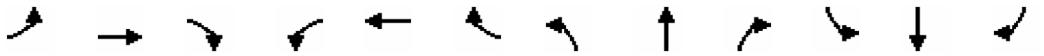
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 62.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 20.8		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

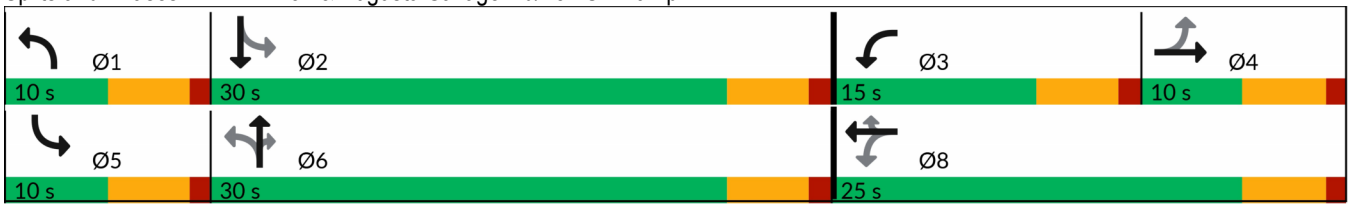


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	68	91	135	122	114	104	712	98	237	561	120
Future Volume (vph)	91	68	91	135	122	114	104	712	98	237	561	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951				0.850			0.850		0.974	
Flt Protected		0.982			0.974		0.950			0.950		
Satd. Flow (prot)	0	1774	0	0	1785	1455	1805	1810	1455	1687	1792	0
Flt Permitted		0.636			0.675		0.152			0.146		
Satd. Flow (perm)	0	1149	0	0	1237	1455	289	1810	1455	259	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				120			201		19	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	0%	11%	0%	5%	11%	7%	4%	0%
Adj. Flow (vph)	96	72	96	142	128	120	109	749	103	249	591	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	0	0	270	120	109	749	103	249	717	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		17.1			17.1	17.1	30.0	25.1	25.1	31.2	27.3	
Actuated g/C Ratio		0.27			0.27	0.27	0.48	0.40	0.40	0.50	0.44	
v/c Ratio		0.77			0.79	0.24	0.42	1.02	0.14	1.01	0.89	
Control Delay (s/veh)		35.2			39.6	5.3	12.8	63.9	0.4	82.3	36.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		35.2			39.6	5.3	12.8	63.9	0.4	82.3	36.8	
LOS		D			D	A	B	E	A	F	D	
Approach Delay (s/veh)		35.2			29.1			51.3			48.6	
Approach LOS		D			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 62.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 45.3		Intersection LOS: D	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	0	917	908	3
Future Volume (vph)	1	10	0	917	908	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876					
Flt Protected	0.996					
Satd. Flow (prot)	1658	0	1900	1845	1845	0
Flt Permitted	0.996					
Satd. Flow (perm)	1658	0	1900	1845	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	1	11	0	986	976	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	986	979	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	0	917	908	3
Future Vol, veh/h	1	10	0	917	908	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	1	11	0	986	976	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1964	978	980	0	-	0
Stage 1	978	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	70	307	713	-	-	-
Stage 1	368	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	307	713	-	-	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	368	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	713	-	235	-	-
HCM Lane V/C Ratio	-	-	0.05	-	-
HCM Control Delay (s/veh)	0	-	21.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	3	712	689	2
Future Volume (vph)	1	5	3	712	689	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992					
Satd. Flow (prot)	1384	0	0	1845	1827	0
Flt Permitted	0.992					
Satd. Flow (perm)	1384	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	25%	0%	3%	4%	0%
Adj. Flow (vph)	1	5	3	742	718	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	745	720	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

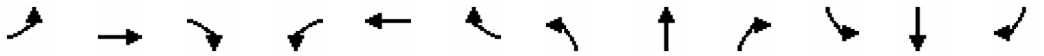
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	3	712	689	2
Future Vol, veh/h	1	5	3	712	689	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	25	0	3	4	0
Mvmt Flow	1	5	3	742	718	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	719	720	0	-	0
Stage 1	719	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	142	392	891	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	392	891	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.14	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	303	-	-
HCM Lane V/C Ratio	0.004	-	0.021	-	-
HCM Control Delay (s/veh)	9.1	0	17.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	7	50	10	46	22	658	33	44	636	3
Future Volume (vph)	0	14	7	50	10	46	22	658	33	44	636	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.942			0.994			0.999	
Flt Protected					0.977			0.998			0.997	
Satd. Flow (prot)	0	1551	0	0	1663	0	0	1778	0	0	1795	0
Flt Permitted					0.977			0.998			0.997	
Satd. Flow (perm)	0	1551	0	0	1663	0	0	1778	0	0	1795	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	17%	17%	6%	11%	3%	0%	6%	10%	12%	5%	0%
Adj. Flow (vph)	0	16	8	56	11	51	24	731	37	49	707	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	118	0	0	792	0	0	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	18

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	7	50	10	46	22	658	33	44	636	3
Future Vol, veh/h	0	14	7	50	10	46	22	658	33	44	636	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	17	17	6	11	3	0	6	10	12	5	0
Mvmt Flow	0	16	8	56	11	51	24	731	37	49	707	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1592	1623	708	1611	1606	749	710	0	0	768	0	0
Stage 1	806	806	-	798	798	-	-	-	-	-	-	-
Stage 2	786	817	-	812	808	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	6.37	7.16	6.61	6.23	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	3.453	3.554	4.099	3.327	2.2	-	-	2.308	-	-
Pot Cap-1 Maneuver	88	95	410	82	100	410	899	-	-	803	-	-
Stage 1	379	374	-	373	385	-	-	-	-	-	-	-
Stage 2	389	370	-	367	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	81	410	57	86	410	899	-	-	803	-	-
Mov Cap-2 Maneuver	58	81	-	57	86	-	-	-	-	-	-	-
Stage 1	340	336	-	356	367	-	-	-	-	-	-	-
Stage 2	314	352	-	309	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	45.93	243.92	0.28	0.63
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	55	-	-	111	96	116	-	-
HCM Lane V/C Ratio	0.027	-	-	0.21	1.222	0.061	-	-
HCM Control Delay (s/veh)	9.1	0	-	45.9	243.9	9.8	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	8.1	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	0	551	152	0	522
Future Volume (vph)	160	0	551	152	0	522
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	1807	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	1807	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	1%	6%	0%	3%
Adj. Flow (vph)	172	0	592	163	0	561
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	0	755	0	0	561
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	0	551	152	0	522
Future Vol, veh/h	160	0	551	152	0	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	1	6	0	3
Mvmt Flow	172	0	592	163	0	561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1235	674	0	0	756	0
Stage 1	674	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	194	458	-	-	864	-
Stage 1	504	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	194	458	-	-	864	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	88.18	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	194	864	-
HCM Lane V/C Ratio	-	-	0.888	-	-
HCM Control Delay (s/veh)	-	-	88.2	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	6.8	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	1	1	86	1	549	1	61	521	1
Future Volume (vph)	0	3	0	1	1	86	1	549	1	61	521	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868							
Flt Protected					0.999						0.995	
Satd. Flow (prot)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Flt Permitted					0.999						0.995	
Satd. Flow (perm)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	2%	0%	7%	3%	0%
Adj. Flow (vph)	0	3	0	1	1	89	1	566	1	63	537	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	91	0	0	568	0	0	601	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	1	1	86	1	549	1	61	521	1
Future Vol, veh/h	0	3	0	1	1	86	1	549	1	61	521	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	7	3	0
Mvmt Flow	0	3	0	1	1	89	1	566	1	63	537	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1232	1232	538	1233	1232	566	538	0	0	567	0	0
Stage 1	663	663	-	569	569	-	-	-	-	-	-	-
Stage 2	569	569	-	664	664	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.27	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.363	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	155	179	547	155	179	514	1040	-	-	981	-	-
Stage 1	454	462	-	511	509	-	-	-	-	-	-	-
Stage 2	511	509	-	453	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	162	547	138	162	514	1040	-	-	981	-	-
Mov Cap-2 Maneuver	116	162	-	138	162	-	-	-	-	-	-	-
Stage 1	412	419	-	510	509	-	-	-	-	-	-	-
Stage 2	421	508	-	408	419	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.66	14.08	0.02	0.93
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	162	487	188	-	-
HCM Lane V/C Ratio	0.001	-	-	0.019	0.186	0.064	-	-
HCM Control Delay (s/veh)	8.5	0	-	27.7	14.1	8.9	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	9	68	26	6	49
Future Volume (vph)	16	9	68	26	6	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953		0.963			
Flt Protected	0.968					0.995
Satd. Flow (prot)	1593	0	1741	0	0	1810
Flt Permitted	0.968					0.995
Satd. Flow (perm)	1593	0	1741	0	0	1810
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	29%	7%	0%	0%	5%
Adj. Flow (vph)	17	9	71	27	6	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	98	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	9	68	26	6	49
Future Vol, veh/h	16	9	68	26	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	29	7	0	0	5
Mvmt Flow	17	9	71	27	6	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	148	84	0	0	98	0
Stage 1	84	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.49	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	-	-	2.2	-
Pot Cap-1 Maneuver	849	905	-	-	1508	-
Stage 1	944	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	905	-	-	1508	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.29	0	0.81
HCM LOS	A		

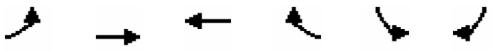
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	196	-
HCM Lane V/C Ratio	-	-	0.03	0.004	-
HCM Control Delay (s/veh)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	7.3	7.9	0.9	0.5	3.6
Stop Delay (hr)	0.0	0.9	0.1	0.0	1.0
Stop Del/Veh (s)	6.1	6.0	0.2	0.2	2.4

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	42	73	24	31	48
Average Queue (ft)	6	54	1	3	6
95th Queue (ft)	26	62	12	20	29
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	46	0	0	0
Queuing Penalty (veh)	1	140	0	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	276	281	158	81	39
Future Volume (vph)	54	276	281	158	81	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.951			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	1845	1800	0	1787	1509
Flt Permitted		0.992			0.950	
Satd. Flow (perm)	0	1845	1800	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	59	300	305	172	88	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	359	477	0	88	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	276	281	158	81	39
Future Vol, veh/h	54	276	281	158	81	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	59	300	305	172	88	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	477	0	-	0	809	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1080	-	-	-	351	646
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1080	-	-	-	328	646
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.4	0	17.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	295	-	-	-	328	646
HCM Lane V/C Ratio	0.054	-	-	-	0.268	0.066
HCM Control Delay (s/veh)	8.5	0	-	-	19.9	11
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	362	16	21	449	36	22
Future Volume (vph)	362	16	21	449	36	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.949	
Flt Protected				0.998	0.970	
Satd. Flow (prot)	1865	0	0	1867	1662	0
Flt Permitted				0.998	0.970	
Satd. Flow (perm)	1865	0	0	1867	1662	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	402	18	23	499	40	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	0	522	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	362	16	21	449	36	22
Future Vol, veh/h	362	16	21	449	36	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	402	18	23	499	40	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	420	0	957	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1078	-	288	616
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	280	616
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	17.47
HCM LOS			C

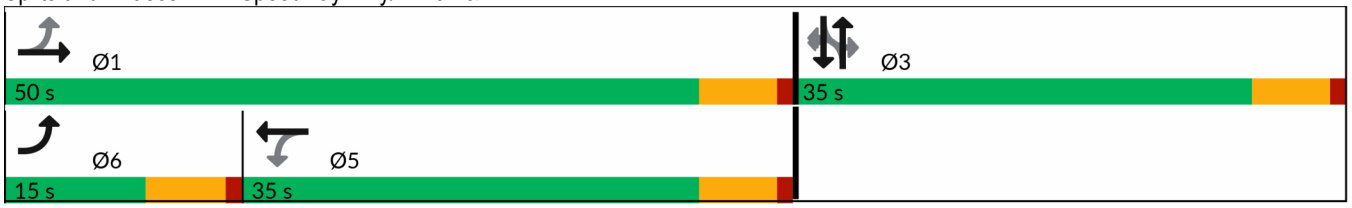
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	80	-
HCM Lane V/C Ratio	0.183	-	-	0.022	-
HCM Control Delay (s/veh)	17.5	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	287	10	2	374	930	7	24	7	484	28	145
Future Volume (vph)	120	287	10	2	374	930	7	24	7	484	28	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850		0.974				0.850
Flt Protected	0.950							0.991			0.955	
Satd. Flow (prot)	1736	1872	0	0	1863	1583	0	1834	0	0	1764	1615
Flt Permitted	0.217				0.998			0.904			0.707	
Satd. Flow (perm)	396	1872	0	0	1859	1583	0	1673	0	0	1306	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				883		8				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	130	312	11	2	407	1011	8	26	8	526	30	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	323	0	0	409	1011	0	42	0	0	556	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	32.7	32.7			21.4	74.7		29.7			29.7	29.7
Actuated g/C Ratio	0.44	0.44			0.29	1.00		0.40			0.40	0.40
v/c Ratio	0.40	0.39			0.76	0.63		0.06			1.07	0.22
Control Delay (s/veh)	15.2	14.6			35.4	1.9		15.4			87.8	7.5
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	15.2	14.6			35.4	1.9		15.4			87.8	7.5
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		14.8			11.6			15.5			70.1	
Approach LOS		B			B			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 74.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay (s/veh): 28.1		Intersection LOS: C	
Intersection Capacity Utilization 85.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	810	5	20	1349	1	13
Future Volume (vph)	810	5	20	1349	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3534	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3534	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	871	5	22	1451	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	876	0	0	1473	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

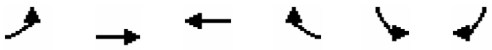
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	810	5	20	1349	1	13
Future Vol, veh/h	810	5	20	1349	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	871	5	22	1451	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	876	0	1642	874
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	748	-	101	352
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	748	-	97	352
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.6	17.81
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	-	-	53	-
HCM Lane V/C Ratio	0.051	-	-	0.029	-
HCM Control Delay (s/veh)	17.8	-	-	10	0.5
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	820	1366	4	3	2
Future Volume (vph)	3	820	1366	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3539	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3539	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	882	1469	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	885	1473	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

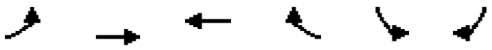
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	820	1366	4	3	2
Future Vol, veh/h	3	820	1366	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	882	1469	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1473	0	-	0	2359	737
Stage 1	-	-	-	-	1471	-
Stage 2	-	-	-	-	888	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	464	-	-	-	35	366
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	405	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	464	-	-	-	34	366
Mov Cap-2 Maneuver	-	-	-	-	34	-
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	79.33
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	54
HCM Lane V/C Ratio	0.007	-	-	-	0.1
HCM Control Delay (s/veh)	12.8	0	-	-	79.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	822	1308	0	11	62
Future Volume (vph)	0	822	1308	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	884	1406	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	884	1406	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

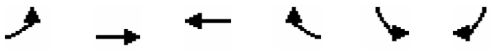
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	822	1308	0	11	62
Future Vol, veh/h	0	822	1308	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	884	1406	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1760	703
Stage 1	-	-	-	-	1406	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	100	385
Stage 1	0	-	-	0	192	-
Stage 2	0	-	-	0	651	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	100	385
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	651	-

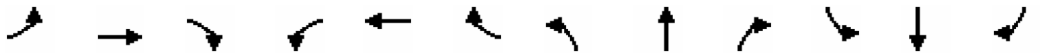
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	23.83
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	269
HCM Lane V/C Ratio	-	-	0.292
HCM Control Delay (s/veh)	-	-	23.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	821	1308	45	0	0
Future Volume (vph)	12	821	1308	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.999				
Satd. Flow (prot)	0	5082	3524	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5082	3524	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	883	1406	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	896	1454	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

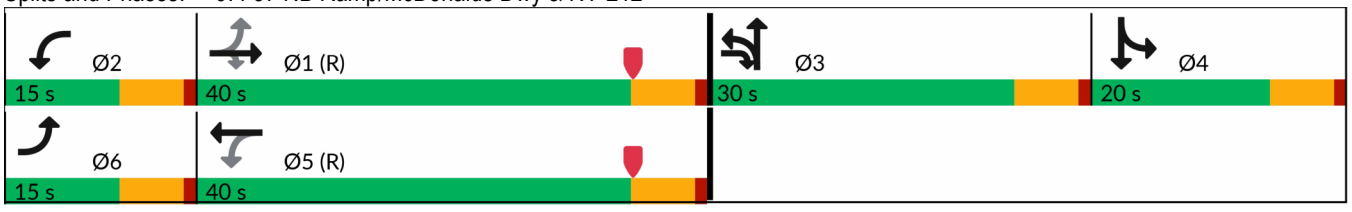


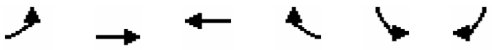
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	576	220	92	831	44	493	26	119	36	13	29
Future Volume (vph)	26	576	220	92	831	44	493	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.943			0.897	
Flt Protected	0.950			0.950			0.950	0.974		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3514	0	1665	1620	0	1752	1704	0
Flt Permitted	0.221			0.184			0.950	0.974		0.950		
Satd. Flow (perm)	420	1863	1615	336	3514	0	1665	1620	0	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234		5			27			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	613	234	98	884	47	524	28	127	38	14	31
Shared Lane Traffic (%)							34%					
Lane Group Flow (vph)	28	613	234	98	931	0	346	333	0	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	52.1	47.7	78.5	56.6	51.6		23.6	23.6		6.9	6.9	
Actuated g/C Ratio	0.50	0.45	0.75	0.54	0.49		0.22	0.22		0.07	0.07	
v/c Ratio	0.10	0.72	0.18	0.35	0.53		0.92	0.86		0.33	0.32	
Control Delay (s/veh)	13.4	32.7	1.2	12.6	16.0		72.0	58.9		53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.4	32.7	1.2	12.6	16.4		72.0	58.9		53.9	28.3	
LOS	B	C	A	B	B		E	E		D	C	
Approach Delay (s/veh)		23.7			16.1			65.6			40.1	
Approach LOS		C			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 31.9		Intersection LOS: C	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	730	957	0	2	9
Future Volume (vph)	0	730	957	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	760	997	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	997	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

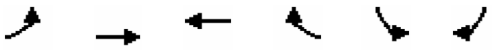
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	730	957	0	2	9
Future Vol, veh/h	0	730	957	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	760	997	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1757	498
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	110	447
Stage 1	0	-	-	0	252	-
Stage 2	0	-	-	0	452	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	110	447
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.05
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	287
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s/veh)	-	-	18
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	730	957	13	1	0
Future Volume (vph)	2	730	957	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	760	997	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	762	1011	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

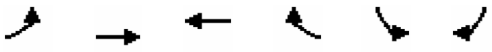
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	730	957	13	1	0
Future Vol, veh/h	2	730	957	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	760	997	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1010	0	-	0	1768	505
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	765	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	694	-	-	-	84	518
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	694	-	-	-	84	518
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	48.51
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	84
HCM Lane V/C Ratio	0.003	-	-	-	0.012
HCM Control Delay (s/veh)	10.2	0	-	-	48.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	717	928	8	4	42
Future Volume (vph)	14	717	928	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5074	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5074	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	747	967	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	762	975	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

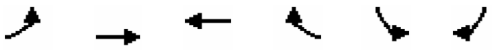
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	717	928	8	4	42
Future Vol, veh/h	14	717	928	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	747	967	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	975	0	-	0	1299	488
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	668	-	-	-	151	505
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	668	-	-	-	147	505
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	14.76
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	103	-	-	-	417
HCM Lane V/C Ratio	0.022	-	-	-	0.115
HCM Control Delay (s/veh)	10.5	0.3	-	-	14.8
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	720	928	0	0	8
Future Volume (vph)	0	720	928	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	758	977	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	758	977	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

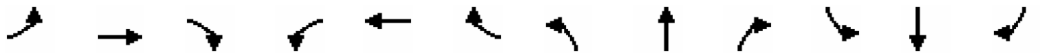
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	720	928	0	0	8
Future Vol, veh/h	0	720	928	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	758	977	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	488
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	531
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	531
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.89
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	531
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s/veh)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

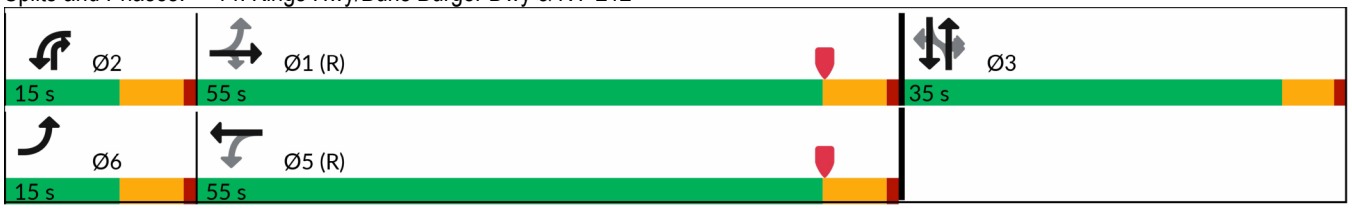


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	520	195	65	586	2	339	3	70	2	4	2
Future Volume (vph)	7	520	195	65	586	2	339	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3481	0	0	1742	1568	0	1813	0
Flt Permitted	0.390				0.767			0.723			0.939	
Satd. Flow (perm)	741	1881	1538	0	2683	0	0	1321	1568	0	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205						68		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	547	205	68	617	2	357	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	547	205	0	687	0	0	360	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	59.8	56.0	56.0		63.2			29.5	39.1		29.5	
Actuated g/C Ratio	0.57	0.53	0.53		0.60			0.28	0.37		0.28	
v/c Ratio	0.01	0.54	0.22		0.41			0.97	0.11		0.01	
Control Delay (s/veh)	9.5	14.2	2.9		7.8			78.6	6.6		24.1	
Queue Delay	0.0	0.6	0.0		0.3			1.7	0.0		0.0	
Total Delay (s/veh)	9.5	14.9	2.9		8.1			80.4	6.6		24.1	
LOS	A	B	A		A			F	A		C	
Approach Delay (s/veh)		11.6			8.1			67.8			24.1	
Approach LOS		B			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 23.3		Intersection LOS: C	
Intersection Capacity Utilization 85.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	589	3	12	645	9	12
Future Volume (vph)	589	3	12	645	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	614	3	13	672	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	617	0	0	685	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

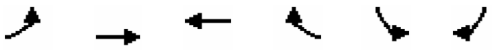
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	589	3	12	645	9	12
Future Vol, veh/h	589	3	12	645	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	614	3	13	672	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	617	0	976	308
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	973	-	230	694
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	973	-	226	694
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	368	-	-	66	-
HCM Lane V/C Ratio	0.059	-	-	0.013	-
HCM Control Delay (s/veh)	15.4	-	-	8.7	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

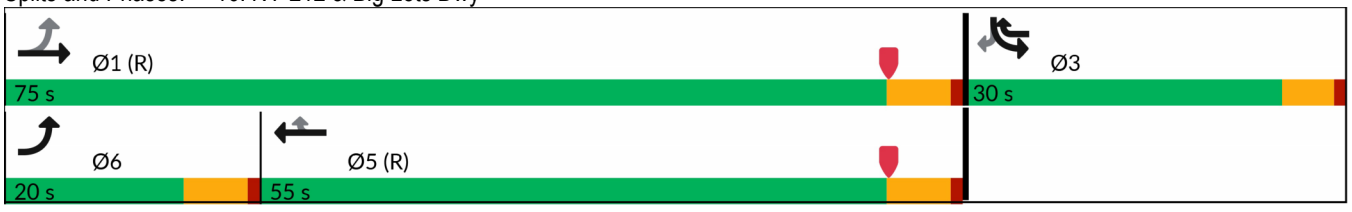


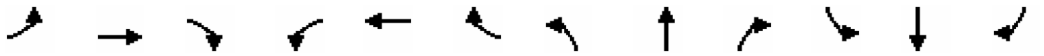
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	495	541	102	66	115
Future Volume (vph)	106	495	541	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.409				0.950	
Satd. Flow (perm)	762	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	510	558	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	510	558	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.16	0.33	0.22	0.07	0.47	0.50
Control Delay (s/veh)	2.5	2.6	6.1	0.4	56.4	15.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	2.9	6.1	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.9	5.3		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	556	5	32	639	2	3	0	69	1	0	1
Future Volume (vph)	0	556	5	32	639	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	639	6	37	734	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	645	0	37	736	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	556	5	32	639	2	3	0	69	1	0	1
Future Vol, veh/h	0	556	5	32	639	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	639	6	37	734	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	737	0	0	645	0	0	1450	1452	642	1448	1454	736
Stage 1	-	-	-	-	-	-	642	642	-	809	809	-
Stage 2	-	-	-	-	-	-	808	810	-	639	645	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	878	-	-	936	-	-	110	132	467	110	131	422
Stage 1	-	-	-	-	-	-	466	472	-	377	396	-
Stage 2	-	-	-	-	-	-	378	396	-	468	471	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	878	-	-	936	-	-	105	127	467	88	126	422
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	127	-	88	126	-
Stage 1	-	-	-	-	-	-	466	472	-	362	381	-
Stage 2	-	-	-	-	-	-	362	380	-	388	471	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.43	16.04	30.14
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	409	878	-	-	936	-	-	146
HCM Lane V/C Ratio	0.203	-	-	-	0.039	-	-	0.016
HCM Control Delay (s/veh)	16	0	-	-	9	-	-	30.1
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0

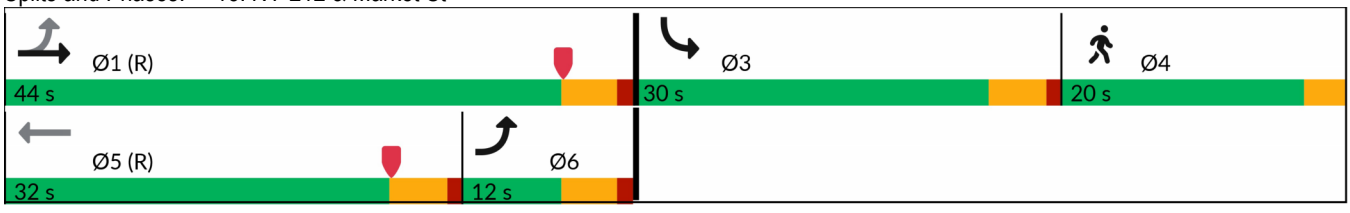


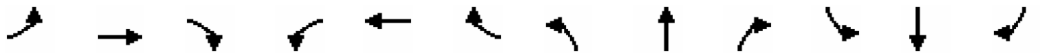
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	123	314	367	93	82	145	
Future Volume (vph)	123	314	367	93	82	145	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.914		
Flt Protected	0.950				0.982		
Satd. Flow (prot)	1687	1827	1761	0	1637	0	
Flt Permitted	0.415				0.982		
Satd. Flow (perm)	737	1827	1761	0	1637	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	127	324	378	96	85	149	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	127	324	474	0	234	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	66.2	66.2	54.2		17.8		
Actuated g/C Ratio	0.70	0.70	0.58		0.19		
v/c Ratio	0.21	0.25	0.46		0.75		
Control Delay (s/veh)	7.2	6.3	14.5		51.2		
Queue Delay	0.0	0.0	1.3		0.0		
Total Delay (s/veh)	7.2	6.3	15.8		51.2		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.6	15.8		51.2		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





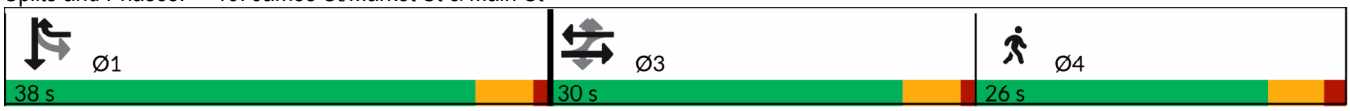
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	257	0	0	0	243	7	139
Future Volume (vph)	223	47	9	9	40	257	0	0	0	243	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.952	
Flt Protected		0.962			0.991						0.970	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1690	0
Flt Permitted		0.733			0.932						0.970	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1690	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	273	0	0	0	259	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	273	0	0	0	0	414	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.8			18.8	48.5					19.2	
Actuated g/C Ratio		0.39			0.39	1.00					0.40	
v/c Ratio		0.56			0.08	0.18					0.62	
Control Delay (s/veh)		17.9			11.2	0.2					16.8	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.9			11.2	0.2					16.8	
LOS		B			B	A					B	
Approach Delay (s/veh)		18.0			2.1						16.9	
Approach LOS		B			A						B	

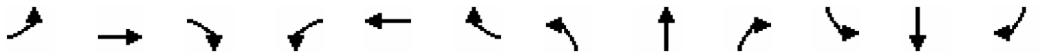
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 48.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



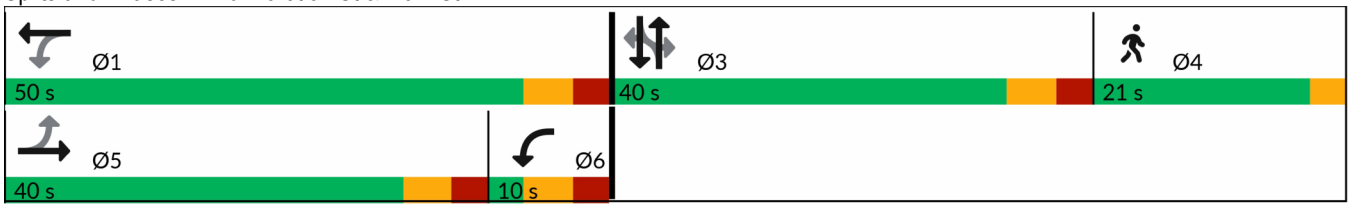
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	108	163	107	142	7	155	58	82	2	65	10
Future Volume (vph)	20	108	163	107	142	7	155	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.924			0.996			0.963			0.982	
Flt Protected		0.997			0.979			0.974			0.999	
Satd. Flow (prot)	0	1687	0	0	1732	0	0	1727	0	0	1864	0
Flt Permitted		0.963			0.746			0.792			0.991	
Satd. Flow (perm)	0	1629	0	0	1320	0	0	1405	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	114	172	113	149	7	163	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	307	0	0	269	0	0	310	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.5			19.5			20.5			20.5	
Actuated g/C Ratio		0.35			0.35			0.37			0.37	
v/c Ratio		0.53			0.57			0.59			0.11	
Control Delay (s/veh)		18.7			20.9			20.3			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		18.7			20.9			20.3			13.0	
LOS		B			C			C			B	
Approach Delay (s/veh)		18.8			20.9			20.3			13.0	
Approach LOS		B			C			C			B	

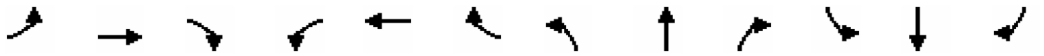
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 55			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

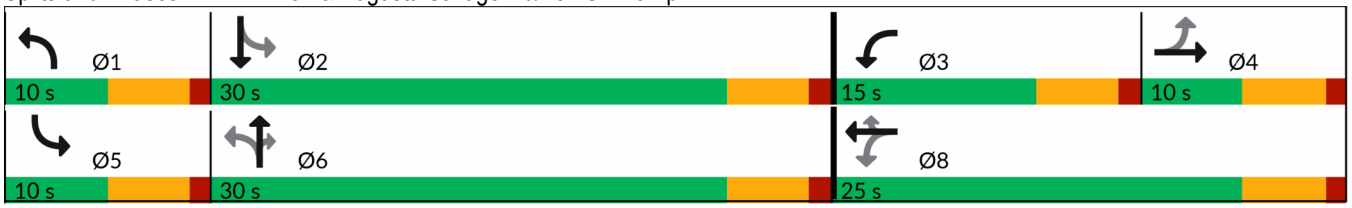


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	72	104	164	141	110	137	839	100	236	389	135
Future Volume (vph)	94	72	104	164	141	110	137	839	100	236	389	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948				0.850			0.850		0.961	
Flt Protected		0.983			0.974		0.950			0.950		
Satd. Flow (prot)	0	1771	0	0	1831	1495	1805	1863	1553	1736	1596	0
Flt Permitted		0.570			0.652		0.267			0.147		
Satd. Flow (perm)	0	1027	0	0	1226	1495	507	1863	1553	269	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38				117			201		31	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	100	77	111	174	150	117	146	893	106	251	414	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	324	117	146	893	106	251	558	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		18.7			18.7	18.7	30.0	25.0	25.0	31.1	27.2	
Actuated g/C Ratio		0.29			0.29	0.29	0.47	0.39	0.39	0.49	0.43	
v/c Ratio		0.88			0.90	0.22	0.42	1.22	0.14	1.01	0.79	
Control Delay (s/veh)		48.6			52.9	5.1	11.9	134.5	0.4	81.4	28.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		48.6			52.9	5.1	11.9	134.5	0.4	81.4	28.3	
LOS		D			D	A	B	F	A	F	C	
Approach Delay (s/veh)		48.7			40.3			106.5			44.8	
Approach LOS		D			D			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 63.7			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay (s/veh): 70.8		Intersection LOS: E	
Intersection Capacity Utilization 105.7%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	1029	751	0
Future Volume (vph)	0	9	14	1029	751	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	1131	825	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	1131	825	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	1029	751	0
Future Vol, veh/h	0	9	14	1029	751	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	1131	825	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1987	825	825	0	-	0
Stage 1	825	-	-	-	-	-
Stage 2	1162	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	68	375	780	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	375	780	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.85	0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	780	-	375	-	-
HCM Lane V/C Ratio	0.02	-	0.026	-	-
HCM Control Delay (s/veh)	9.7	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	826	615	1
Future Volume (vph)	0	5	4	826	615	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	918	683	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	922	684	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

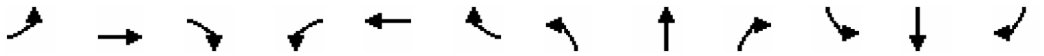
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	826	615	1
Future Vol, veh/h	0	5	4	826	615	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	918	683	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1611	684	684	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	452	918	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	115	452	918	-	-	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.06	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	452	-	-
HCM Lane V/C Ratio	0.005	-	0.012	-	-
HCM Control Delay (s/veh)	8.9	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	43	4	53	19	769	38	45	561	1
Future Volume (vph)	0	5	12	43	4	53	19	769	38	45	561	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.928			0.994				
Flt Protected					0.979			0.999			0.996	
Satd. Flow (prot)	0	1714	0	0	1618	0	0	1852	0	0	1855	0
Flt Permitted					0.979			0.999			0.996	
Satd. Flow (perm)	0	1714	0	0	1618	0	0	1852	0	0	1855	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	47	4	58	21	845	42	49	616	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	109	0	0	908	0	0	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	12	43	4	53	19	769	38	45	561	1
Future Vol, veh/h	0	5	12	43	4	53	19	769	38	45	561	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	13	0	2	0	2	0	2	2	0
Mvmt Flow	0	5	13	47	4	58	21	845	42	49	616	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1605	1645	617	1626	1624	866	618	0	0	887	0	0
Stage 1	716	716	-	908	908	-	-	-	-	-	-	-
Stage 2	889	929	-	718	716	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	101	494	77	104	353	972	-	-	764	-	-
Stage 1	424	437	-	315	357	-	-	-	-	-	-	-
Stage 2	341	349	-	403	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	87	494	61	89	353	972	-	-	764	-	-
Mov Cap-2 Maneuver	59	87	-	61	89	-	-	-	-	-	-	-
Stage 1	383	394	-	302	342	-	-	-	-	-	-	-
Stage 2	269	334	-	349	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	24.05	153.94	0.2	0.74
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	41	-	-	208	111	133	-	-
HCM Lane V/C Ratio	0.021	-	-	0.09	0.986	0.065	-	-
HCM Control Delay (s/veh)	8.8	0	-	24.1	153.9	10	0	-
HCM Lane LOS	A	A	-	C	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	6.3	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	0	647	176	1	450
Future Volume (vph)	157	0	647	176	1	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1805	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1805	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	169	0	696	189	1	484
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	885	0	0	485
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	157	0	647	176	1	450
Future Vol, veh/h	157	0	647	176	1	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	3	0	3
Mvmt Flow	169	0	696	189	1	484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1276	790	0	0	885	0
Stage 1	790	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	184	393	-	-	773	-
Stage 1	447	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	393	-	-	773	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	98.47	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	4	-
HCM Lane V/C Ratio	-	-	0.92	0.001	-
HCM Control Delay (s/veh)	-	-	98.5	9.7	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	7.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	641	0	34	446	0
Future Volume (vph)	0	1	3	1	2	57	5	641	0	34	446	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1825	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1825	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	720	0	38	501	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	726	0	0	539	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	641	0	34	446	0
Future Vol, veh/h	0	1	3	1	2	57	5	641	0	34	446	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	720	0	38	501	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1309	501	1310	1309	720	501	0	0	720	0	0
Stage 1	578	578	-	731	731	-	-	-	-	-	-	-
Stage 2	733	731	-	578	578	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	137	161	574	137	161	428	1074	-	-	833	-	-
Stage 1	505	505	-	416	430	-	-	-	-	-	-	-
Stage 2	416	430	-	505	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	149	574	126	149	428	1074	-	-	833	-	-
Mov Cap-2 Maneuver	107	149	-	126	149	-	-	-	-	-	-	-
Stage 1	473	473	-	413	426	-	-	-	-	-	-	-
Stage 2	348	426	-	469	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.88	16.22	0.06	0.68
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	335	388	127	-	-
HCM Lane V/C Ratio	0.005	-	-	0.013	0.174	0.046	-	-
HCM Control Delay (s/veh)	8.4	0	-	15.9	16.2	9.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	2	58	25	8	47
Future Volume (vph)	13	2	58	25	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980		0.959			
Flt Protected	0.959					0.993
Satd. Flow (prot)	1183	0	1682	0	0	1809
Flt Permitted	0.959					0.993
Satd. Flow (perm)	1183	0	1682	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	17	3	74	32	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	106	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	58	25	8	47
Future Vol, veh/h	13	2	58	25	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	17	3	74	32	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	90	0	0	106	0
Stage 1	90	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	702	973	-	-	1497	-
Stage 1	806	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	973	-	-	1497	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.1	0	1.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	725	262	-
HCM Lane V/C Ratio	-	-	0.027	0.007	-
HCM Control Delay (s/veh)	-	-	10.1	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.3	0.2	0.0	1.5
Total Del/Veh (s)	7.9	9.2	0.8	0.6	3.8
Stop Delay (hr)	0.0	1.0	0.1	0.0	1.1
Stop Del/Veh (s)	6.9	7.2	0.2	0.3	2.7

Intersection: 8: NY-212 & Stewarts Enter Dwy

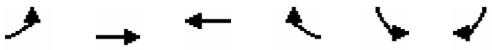
Movement	EB	EB	WB	WB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	50	66	28	70
Average Queue (ft)	7	53	1	3
95th Queue (ft)	31	59	13	28
Link Distance (ft)	39	39	50	50
Upstream Blk Time (%)	0	49	0	0
Queuing Penalty (veh)	1	137	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	1.4	0.2	0.0	1.6
Total Del/Veh (s)	7.3	9.9	0.9	0.5	4.0
Stop Delay (hr)	0.0	1.1	0.1	0.0	1.2
Stop Del/Veh (s)	6.1	7.9	0.3	0.3	2.9

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	44	64	45	40	50
Average Queue (ft)	3	52	2	3	7
95th Queue (ft)	20	58	18	20	30
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	53	0	0	0
Queuing Penalty (veh)	1	174	0	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	276	245	88	93	35
Future Volume (vph)	30	276	245	88	93	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.964			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1830	1800	0	1805	1615
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1830	1800	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	32	297	263	95	100	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	329	358	0	100	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	276	245	88	93	35
Future Vol, veh/h	30	276	245	88	93	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	32	297	263	95	100	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	358	0	-	0	672	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1179	-	-	-	424	734
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1179	-	-	-	410	734
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	14.83
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	176	-	-	-	410	734
HCM Lane V/C Ratio	0.027	-	-	-	0.244	0.051
HCM Control Delay (s/veh)	8.1	0	-	-	16.6	10.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	397	16	24	378	14	23
Future Volume (vph)	397	16	24	378	14	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.916	
Flt Protected				0.997	0.981	
Satd. Flow (prot)	1846	0	0	1843	1707	0
Flt Permitted				0.997	0.981	
Satd. Flow (perm)	1846	0	0	1843	1707	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	446	18	27	425	16	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	464	0	0	452	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	397	16	24	378	14	23
Future Vol, veh/h	397	16	24	378	14	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	446	18	27	425	16	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	464	0	934	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1032	-	298	609
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1032	-	287	609
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.51	14.31
HCM LOS			B

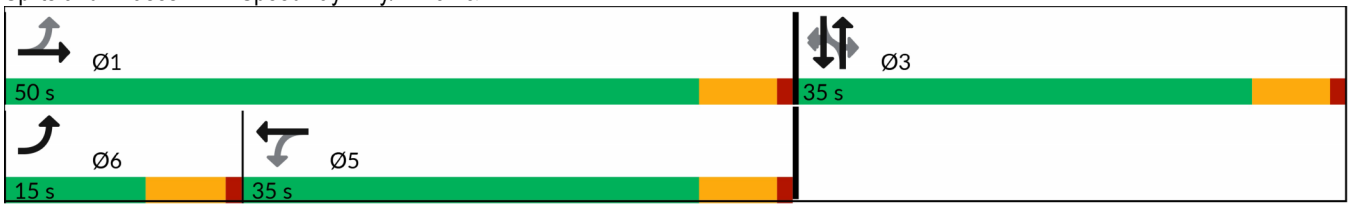
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	-	-	107	-
HCM Lane V/C Ratio	0.097	-	-	0.026	-
HCM Control Delay (s/veh)	14.3	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	299	7	3	328	753	4	27	7	619	28	118
Future Volume (vph)	105	299	7	3	328	753	4	27	7	619	28	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.976				0.850
Flt Protected	0.950							0.995			0.954	
Satd. Flow (prot)	1736	1876	0	0	1881	1599	0	1845	0	0	1779	1583
Flt Permitted	0.259				0.996			0.929			0.707	
Satd. Flow (perm)	473	1876	0	0	1874	1599	0	1723	0	0	1318	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				784		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	109	311	7	3	342	784	4	28	7	645	29	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	318	0	0	345	784	0	39	0	0	674	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	29.2	29.2			18.2	71.4		29.8			29.8	29.8
Actuated g/C Ratio	0.41	0.41			0.25	1.00		0.42			0.42	0.42
v/c Ratio	0.32	0.41			0.72	0.49		0.05			1.22	0.16
Control Delay (s/veh)	14.3	15.4			34.2	1.0		14.4			142.4	5.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	14.3	15.4			34.2	1.0		14.4			142.4	5.1
LOS	B	B			C	A		B			F	A
Approach Delay (s/veh)		15.2			11.2			14.4			121.2	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 71.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay (s/veh): 48.6		Intersection LOS: D	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	960	9	17	1123	4	11
Future Volume (vph)	960	9	17	1123	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	1879	0	0	3571	1484	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	1879	0	0	3571	1484	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	1043	10	18	1221	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1053	0	0	1239	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

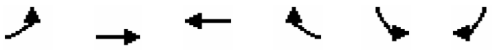
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	960	9	17	1123	4	11
Future Vol, veh/h	960	9	17	1123	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	1043	10	18	1221	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1053	0	1696	1048
Stage 1	-	-	-	-	1048	-
Stage 2	-	-	-	-	647	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	669	-	77	263
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	669	-	73	263
Mov Cap-2 Maneuver	-	-	-	-	73	-
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.58	30.81
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	156	-	-	54	-
HCM Lane V/C Ratio	0.105	-	-	0.028	-
HCM Control Delay (s/veh)	30.8	-	-	10.5	0.4
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	971	1138	3	4	2
Future Volume (vph)	0	971	1138	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3539	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3539	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1067	1251	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1067	1254	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

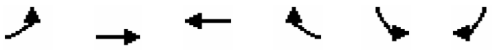
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	971	1138	3	4	2
Future Vol, veh/h	0	971	1138	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1067	1251	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1254	0	-	0	2319	627
Stage 1	-	-	-	-	1252	-
Stage 2	-	-	-	-	1067	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	562	-	-	-	37	431
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	562	-	-	-	37	431
Mov Cap-2 Maneuver	-	-	-	-	37	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	333	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	82.25
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	562	-	-	-	53
HCM Lane V/C Ratio	-	-	-	-	0.124
HCM Control Delay (s/veh)	0	-	-	-	82.2
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	975	1083	0	3	59
Future Volume (vph)	0	975	1083	0	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1060	1177	0	3	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1060	1177	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

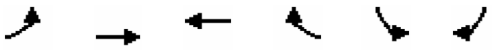
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	975	1083	0	3	59
Future Vol, veh/h	0	975	1083	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1060	1177	0	3	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1601	589
Stage 1	-	-	-	-	1177	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	124	457
Stage 1	0	-	-	0	254	-
Stage 2	0	-	-	0	599	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	124	457
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	599	-

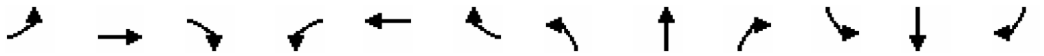
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.68
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	404
HCM Lane V/C Ratio	-	-	0.167
HCM Control Delay (s/veh)	-	-	15.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	969	1082	40	0	0
Future Volume (vph)	10	969	1082	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.999				
Satd. Flow (prot)	0	5032	3524	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5032	3524	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	11	1053	1176	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1064	1219	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

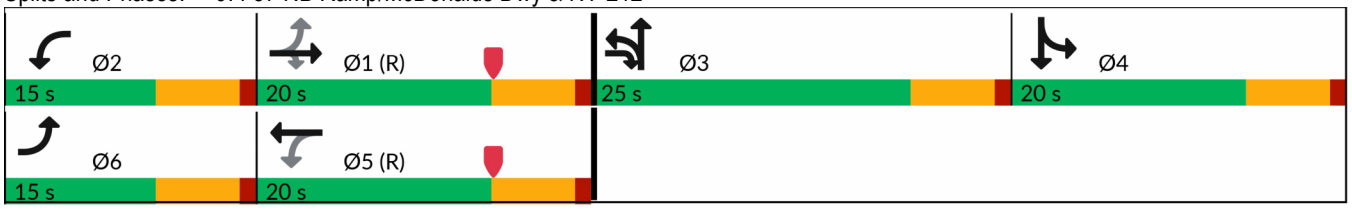


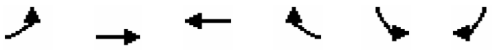
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	625	321	82	626	65	439	8	91	42	8	57
Future Volume (vph)	23	625	321	82	626	65	439	8	91	42	8	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.949			0.868	
Flt Protected	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3465	0	1618	1601	0	1805	1649	0
Flt Permitted	0.326			0.131			0.950	0.970		0.950		
Satd. Flow (perm)	619	1863	1482	249	3465	0	1618	1601	0	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			334		12			31			59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	651	334	85	652	68	457	8	95	44	8	59
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	24	651	334	85	720	0	283	277	0	44	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	33.7	29.4	54.2	38.6	35.3		17.6	17.6		6.6	6.6	
Actuated g/C Ratio	0.42	0.37	0.68	0.48	0.44		0.22	0.22		0.08	0.08	
v/c Ratio	0.07	0.95	0.30	0.34	0.46		0.79	0.73		0.29	0.35	
Control Delay (s/veh)	13.7	56.4	1.8	16.9	19.9		46.9	38.2		39.1	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.7	56.4	1.8	16.9	19.9		46.9	38.2		39.1	17.2	
LOS	B	E	A	B	B		D	D		D	B	
Approach Delay (s/veh)		37.3			19.7			42.6			25.9	
Approach LOS		D			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 32.3		Intersection LOS: C	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	758	766	0	3	8
Future Volume (vph)	0	758	766	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1845	5085	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1845	5085	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	842	851	0	3	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	842	851	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

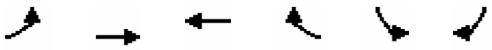
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	758	766	0	3	8
Future Vol, veh/h	0	758	766	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	842	851	0	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1693	426
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	842	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	120	498
Stage 1	0	-	-	0	309	-
Stage 2	0	-	-	0	415	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	120	498
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	415	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.09
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	268
HCM Lane V/C Ratio	-	-	0.046
HCM Control Delay (s/veh)	-	-	19.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	756	766	11	1	0
Future Volume (vph)	5	756	766	11	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	840	851	12	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	846	863	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

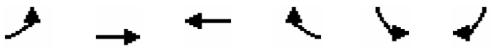
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	756	766	11	1	0
Future Vol, veh/h	5	756	766	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	840	851	12	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	863	0	-	0	1708	432
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	851	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	788	-	-	-	92	578
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	788	-	-	-	91	578
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	45.14
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	-	-	91
HCM Lane V/C Ratio	0.007	-	-	-	0.012
HCM Control Delay (s/veh)	9.6	0	-	-	45.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	745	756	1	4	21
Future Volume (vph)	12	745	756	1	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	5033	3539	0	1670	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	5033	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	13	828	840	1	4	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	841	841	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

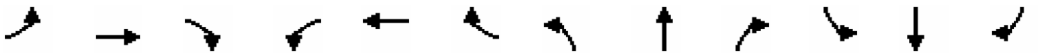
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	745	756	1	4	21
Future Vol, veh/h	12	745	756	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	13	828	840	1	4	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	841	0	-	0	1198	421
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	803	-	-	-	213	587
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	209	587
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	13.43
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	86	-	-	-	455
HCM Lane V/C Ratio	0.017	-	-	-	0.061
HCM Control Delay (s/veh)	9.6	0.2	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

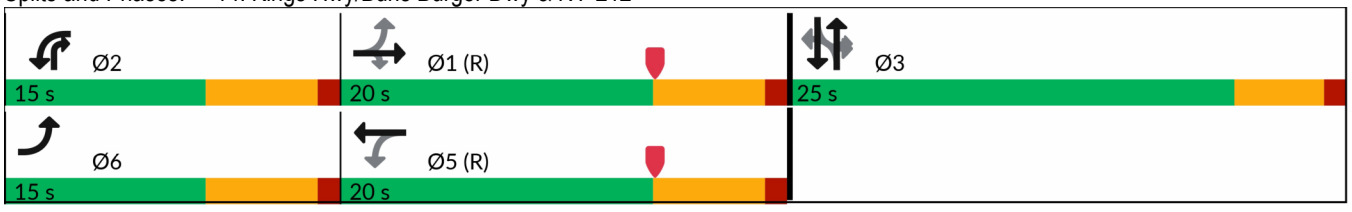


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	501	242	64	560	1	195	0	49	3	0	2
Future Volume (vph)	7	501	242	64	560	1	195	0	49	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.995			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3553	0	0	1736	1553	0	1745	0
Flt Permitted	0.393				0.787			0.754			0.851	
Satd. Flow (perm)	747	1881	1568	0	2810	0	0	1378	1553	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	8	545	263	70	609	1	212	0	53	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	545	263	0	680	0	0	212	53	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	32.0	29.1	29.1		34.2			13.5	23.1		13.5	
Actuated g/C Ratio	0.53	0.49	0.49		0.57			0.23	0.39		0.23	
v/c Ratio	0.01	0.59	0.29		0.41			0.68	0.08		0.01	
Control Delay (s/veh)	7.4	19.8	3.4		9.0			31.9	3.2		0.0	
Queue Delay	0.0	0.0	0.0		0.4			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	19.8	3.4		9.5			31.9	3.2		0.0	
LOS	A	B	A		A			C	A		A	
Approach Delay (s/veh)		14.5			9.6			26.2				
Approach LOS		B			A			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	551	2	16	622	3	12
Future Volume (vph)	551	2	16	622	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.890	
Flt Protected				0.999	0.991	
Satd. Flow (prot)	3571	0	0	3537	1562	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3571	0	0	3537	1562	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	592	2	17	669	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	594	0	0	686	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

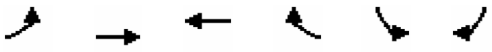
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	551	2	16	622	3	12
Future Vol, veh/h	551	2	16	622	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	592	2	17	669	3	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	595	0	962	297
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	991	-	257	678
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	991	-	252	678
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	507	-	-	90	-
HCM Lane V/C Ratio	0.032	-	-	0.017	-
HCM Control Delay (s/veh)	12.3	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

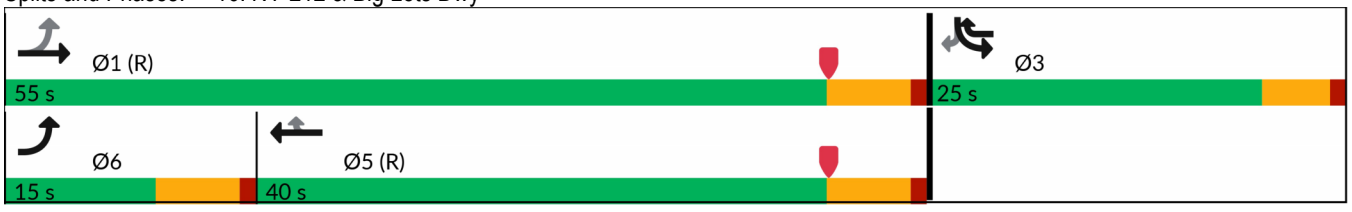


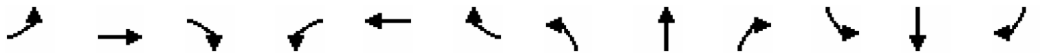
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	506	562	82	50	76
Future Volume (vph)	57	506	562	82	50	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.378				0.950	
Satd. Flow (perm)	718	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89		83
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	62	550	611	89	54	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	550	611	89	54	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.0	65.2	56.1	66.9	7.0	7.0
Actuated g/C Ratio	0.80	0.82	0.70	0.84	0.09	0.09
v/c Ratio	0.09	0.35	0.24	0.06	0.34	0.38
Control Delay (s/veh)	2.7	3.6	6.4	0.5	39.8	13.6
Queue Delay	0.0	1.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	5.0	6.4	0.5	39.8	13.6
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.9	5.7		24.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	553	3	19	639	0	4	0	39	0	0	0
Future Volume (vph)	0	553	3	19	639	0	4	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.877				
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	601	3	21	695	0	4	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	604	0	21	695	0	0	46	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	553	3	19	639	0	4	0	39	0	0	0
Future Vol, veh/h	0	553	3	19	639	0	4	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	601	3	21	695	0	4	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	695	0	0	604	0	0	1339	1339	603	1337	1340	695
Stage 1	-	-	-	-	-	-	603	603	-	736	736	-
Stage 2	-	-	-	-	-	-	736	736	-	601	604	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	910	-	-	983	-	-	131	154	503	132	154	446
Stage 1	-	-	-	-	-	-	489	492	-	414	428	-
Stage 2	-	-	-	-	-	-	414	428	-	490	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	910	-	-	983	-	-	128	151	503	118	151	446
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	151	-	118	151	-
Stage 1	-	-	-	-	-	-	489	492	-	405	419	-
Stage 2	-	-	-	-	-	-	405	419	-	449	491	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.25	15.31	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	910	-	-	983	-	-	-
HCM Lane V/C Ratio	0.118	-	-	-	0.021	-	-	-
HCM Control Delay (s/veh)	15.3	0	-	-	8.7	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

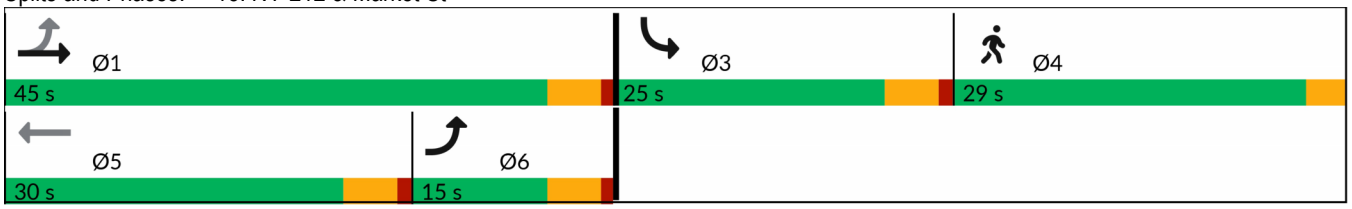


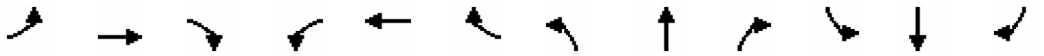
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	99	354	345	88	73	104	
Future Volume (vph)	99	354	345	88	73	104	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.972		0.921		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1787	1881	1847	0	1715	0	
Flt Permitted	0.398				0.980		
Satd. Flow (perm)	749	1881	1847	0	1715	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	105	377	367	94	78	111	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	105	377	461	0	189	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.3		11.0		
Actuated g/C Ratio	0.66	0.66	0.46		0.18		
v/c Ratio	0.16	0.30	0.53		0.61		
Control Delay (s/veh)	5.8	5.8	17.1		32.0		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.8	5.8	17.1		32.0		
LOS	A	A	B		C		
Approach Delay (s/veh)		5.8	17.1		32.0		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 61.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





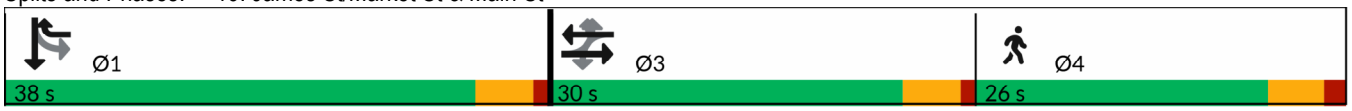
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	32	7	1	33	267	0	0	0	279	11	122
Future Volume (vph)	182	32	7	1	33	267	0	0	0	279	11	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.960	
Flt Protected		0.960			0.999						0.967	
Satd. Flow (prot)	0	1762	0	0	1844	1568	0	0	0	0	1752	0
Flt Permitted		0.740			0.992						0.967	
Satd. Flow (perm)	0	1358	0	0	1831	1568	0	0	0	0	1752	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	186	33	7	1	34	272	0	0	0	285	11	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	35	272	0	0	0	0	420	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.0			15.0	44.6					19.3	
Actuated g/C Ratio		0.34			0.34	1.00					0.43	
v/c Ratio		0.49			0.05	0.17					0.55	
Control Delay (s/veh)		17.2			11.7	0.2					13.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.2			11.7	0.2					13.0	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.2			1.6						13.0	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

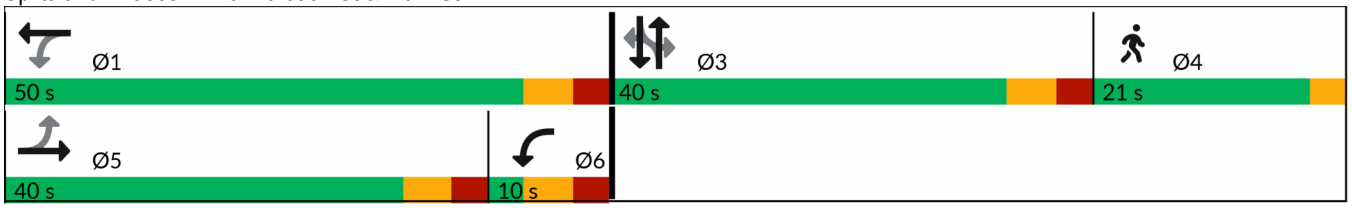
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	95	201	106	121	9	153	71	90	4	50	27
Future Volume (vph)	14	95	201	106	121	9	153	71	90	4	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.912			0.995			0.961			0.954	
Flt Protected		0.998			0.978			0.976			0.998	
Satd. Flow (prot)	0	1724	0	0	1841	0	0	1760	0	0	1809	0
Flt Permitted		0.978			0.728			0.803			0.979	
Satd. Flow (perm)	0	1689	0	0	1370	0	0	1448	0	0	1775	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	97	205	108	123	9	156	72	92	4	51	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	316	0	0	240	0	0	320	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.5			17.5			19.9			19.9	
Actuated g/C Ratio		0.33			0.33			0.38			0.38	
v/c Ratio		0.56			0.52			0.58			0.12	
Control Delay (s/veh)		19.5			19.8			18.4			11.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.5			19.8			18.4			11.8	
LOS		B			B			B			B	
Approach Delay (s/veh)		19.5			19.8			18.5			11.9	
Approach LOS		B			B			B			B	

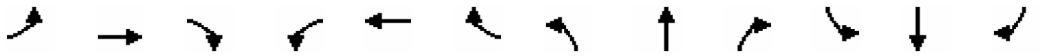
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 18.6		Intersection LOS: B	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

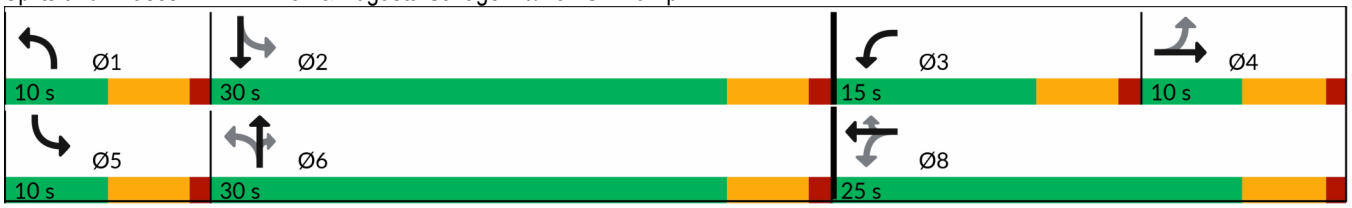


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	82	106	108	119	177	116	599	85	332	681	112
Future Volume (vph)	111	82	106	108	119	177	116	599	85	332	681	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.952				0.850			0.850		0.979	
Flt Protected		0.982			0.977		0.950			0.950		
Satd. Flow (prot)	0	1776	0	0	1839	1553	1805	1810	1553	1752	1798	0
Flt Permitted		0.679			0.660		0.162			0.166		
Satd. Flow (perm)	0	1228	0	0	1242	1553	308	1810	1553	306	1798	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				188			201		15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	118	87	113	115	127	188	123	637	90	353	724	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	318	0	0	242	188	123	637	90	353	843	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		15.5			15.5	15.5	28.3	23.3	23.3	29.7	26.0	
Actuated g/C Ratio		0.26			0.26	0.26	0.48	0.39	0.39	0.50	0.44	
v/c Ratio		0.92			0.74	0.34	0.45	0.89	0.12	1.26	1.05	
Control Delay (s/veh)		53.4			35.4	5.1	12.9	36.0	0.3	166.8	71.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		53.4			35.4	5.1	12.9	36.0	0.3	166.8	71.7	
LOS		D			D	A	B	D	A	F	E	
Approach Delay (s/veh)		53.4			22.2			28.9			99.8	
Approach LOS		D			C			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 59.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay (s/veh): 61.0		Intersection LOS: E	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	877	1120	3
Future Volume (vph)	0	5	4	877	1120	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	904	1155	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	904	1158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	877	1120	3
Future Vol, veh/h	0	5	4	877	1120	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	904	1155	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2069	1156	1158	0	-	0
Stage 1	1156	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	60	242	611	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	242	611	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.23	0.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	611	-	242	-	-
HCM Lane V/C Ratio	0.007	-	0.021	-	-
HCM Control Delay (s/veh)	10.9	-	20.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	542	836	0
Future Volume (vph)	0	0	2	542	836	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	565	871	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	567	871	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

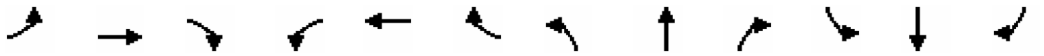
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	542	836	0
Future Vol, veh/h	0	0	2	542	836	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	565	871	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1440	871	871	0	-	0
Stage 1	871	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	148	353	783	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	353	783	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	9.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	11	5	46	3	28	11	484	47	57	784	1
Future Volume (vph)	1	11	5	46	3	28	11	484	47	57	784	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.950			0.988				
Flt Protected		0.998			0.971			0.999			0.997	
Satd. Flow (prot)	0	1818	0	0	1673	0	0	1817	0	0	1839	0
Flt Permitted		0.998			0.971			0.999			0.997	
Satd. Flow (perm)	0	1818	0	0	1673	0	0	1817	0	0	1839	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	13	6	53	3	33	13	563	55	66	912	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	89	0	0	631	0	0	979	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.0%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	11	5	46	3	28	11	484	47	57	784	1
Future Vol, veh/h	1	11	5	46	3	28	11	484	47	57	784	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	8	0	0	0	3	6	3	3	0
Mvmt Flow	1	13	6	53	3	33	13	563	55	66	912	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1635	1688	912	1666	1661	590	913	0	0	617	0	0
Stage 1	1045	1045	-	616	616	-	-	-	-	-	-	-
Stage 2	590	643	-	1051	1045	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	82	95	335	74	98	511	755	-	-	958	-	-
Stage 1	279	308	-	468	485	-	-	-	-	-	-	-
Stage 2	497	472	-	267	308	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	62	79	335	~ 53	82	511	755	-	-	958	-	-
Mov Cap-2 Maneuver	62	79	-	~ 53	82	-	-	-	-	-	-	-
Stage 1	240	265	-	456	472	-	-	-	-	-	-	-
Stage 2	450	459	-	215	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	49.65	231.32	0.2	0.61
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	100	80	122	-	-
HCM Lane V/C Ratio	0.017	-	-	0.198	1.123	0.069	-	-
HCM Control Delay (s/veh)	9.9	0	-	49.6	231.3	9	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	6.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	113	0	397	116	3	729
Future Volume (vph)	113	0	397	116	3	729
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1815	0	0	1881
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1815	0	0	1881
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	118	0	414	121	3	759
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	535	0	0	762
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	0	397	116	3	729
Future Vol, veh/h	113	0	397	116	3	729
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	92	96
Heavy Vehicles, %	2	0	1	3	0	1
Mvmt Flow	118	0	414	121	3	759

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1240	474	0	0	534	0
Stage 1	474	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	193	595	-	-	1044	-
Stage 1	626	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	595	-	-	1044	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	49.4	0	0.04
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	192	8	-
HCM Lane V/C Ratio	-	-	0.612	0.003	-
HCM Control Delay (s/veh)	-	-	49.4	8.5	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3.5	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	38	2	395	0	35	731	0
Future Volume (vph)	0	0	1	0	1	38	2	395	0	35	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.998	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	41	2	425	0	38	786	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	42	0	0	427	0	0	824	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	0	1	38	2	395	0	35	731	0
Future Vol, veh/h	0	0	1	0	1	38	2	395	0	35	731	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	41	2	425	0	38	786	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1291	1290	786	1290	1290	425	786	0	0	425	0	0
Stage 1	861	861	-	429	429	-	-	-	-	-	-	-
Stage 2	430	429	-	861	861	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	142	165	395	142	165	634	842	-	-	1129	-	-
Stage 1	353	375	-	608	587	-	-	-	-	-	-	-
Stage 2	608	587	-	353	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	155	395	132	155	634	842	-	-	1129	-	-
Mov Cap-2 Maneuver	123	155	-	132	155	-	-	-	-	-	-	-
Stage 1	332	353	-	606	586	-	-	-	-	-	-	-
Stage 2	566	586	-	331	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.13	11.6	0.05	0.38
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	395	587	82	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.071	0.033	-	-
HCM Control Delay (s/veh)	9.3	0	-	14.1	11.6	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	1	47	24	2	46
Future Volume (vph)	17	1	47	24	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.954			
Flt Protected	0.955					0.998
Satd. Flow (prot)	1804	0	1742	0	0	1809
Flt Permitted	0.955					0.998
Satd. Flow (perm)	1804	0	1742	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	20	1	54	28	2	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	82	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

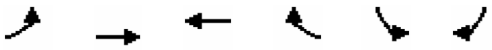
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	1	47	24	2	46
Future Vol, veh/h	17	1	47	24	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	20	1	54	28	2	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	68	0	0	82	0
Stage 1	68	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	874	1001	-	-	1529	-
Stage 1	960	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1001	-	-	1529	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.19	0	0.31
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	75	-
HCM Lane V/C Ratio	-	-	0.024	0.002	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	43	243	199	85	98	39
Future Volume (vph)	43	243	199	85	98	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.959			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1871	1788	0	1787	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1871	1788	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	44	251	205	88	101	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	295	293	0	101	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

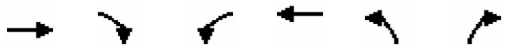
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	243	199	85	98	39
Future Vol, veh/h	43	243	199	85	98	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	44	251	205	88	101	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	293	0	-	0	588	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1280	-	-	-	473	785
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	454	785
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.19	0	13.66
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	271	-	-	-	454	785
HCM Lane V/C Ratio	0.035	-	-	-	0.223	0.051
HCM Control Delay (s/veh)	7.9	0	-	-	15.2	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	14	17	317	18	16
Future Volume (vph)	355	14	17	317	18	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.936	
Flt Protected				0.997	0.974	
Satd. Flow (prot)	1862	0	0	1867	1599	0
Flt Permitted				0.997	0.974	
Satd. Flow (perm)	1862	0	0	1867	1599	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	370	15	18	330	19	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	385	0	0	348	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	14	17	317	18	16
Future Vol, veh/h	355	14	17	317	18	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	370	15	18	330	19	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	384	0	743	377
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1132	-	377	650
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1132	-	370	650
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.42	13.4
HCM LOS			B

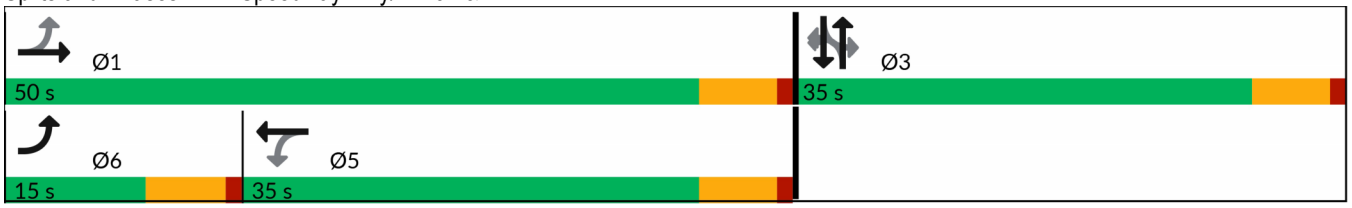
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	464	-	-	92	-
HCM Lane V/C Ratio	0.076	-	-	0.016	-
HCM Control Delay (s/veh)	13.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	283	7	11	235	635	3	37	4	550	34	90
Future Volume (vph)	79	283	7	11	235	635	3	37	4	550	34	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988				0.850
Flt Protected	0.950				0.998			0.997			0.955	
Satd. Flow (prot)	1626	1894	0	0	1861	1615	0	1781	0	0	1798	1553
Flt Permitted	0.341				0.973			0.969			0.705	
Satd. Flow (perm)	584	1894	0	0	1814	1615	0	1731	0	0	1327	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				668		4				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		3740			466			147			1087	
Travel Time (s)		72.9			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	83	298	7	12	247	668	3	39	4	579	36	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	305	0	0	259	668	0	46	0	0	615	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	25.9	25.9			15.1	67.8		29.6			29.6	29.6
Actuated g/C Ratio	0.38	0.38			0.22	1.00		0.44			0.44	0.44
v/c Ratio	0.24	0.42			0.64	0.41		0.06			1.06	0.12
Control Delay (s/veh)	13.9	16.1			32.7	0.7		13.6			80.4	2.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.9	16.1			32.7	0.7		13.6			80.4	2.9
LOS	B	B			C	A		B			F	A
Approach Delay (s/veh)		15.7			9.7			13.6			70.1	
Approach LOS		B			A			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 67.8			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay (s/veh): 31.6		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	880	2	12	898	1	19
Future Volume (vph)	880	2	12	898	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	917	2	13	935	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	919	0	0	948	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

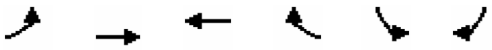
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	880	2	12	898	1	19
Future Vol, veh/h	880	2	12	898	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	917	2	13	935	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	919	0	1410	918
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	751	-	142	332
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	751	-	139	332
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.34	17.42
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	47	-
HCM Lane V/C Ratio	0.067	-	-	0.017	-
HCM Control Delay (s/veh)	17.4	-	-	9.9	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	898	910	6	1	0
Future Volume (vph)	0	898	910	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	945	958	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	945	964	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

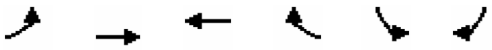
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	898	910	6	1	0
Future Vol, veh/h	0	898	910	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	945	958	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	964	0	-	0	1906	482
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	945	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	722	-	-	-	69	536
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	722	-	-	-	69	536
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	58.29
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	722	-	-	-	69
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Control Delay (s/veh)	0	-	-	-	58.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	898	866	0	12	50
Future Volume (vph)	0	898	866	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	955	921	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	955	921	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

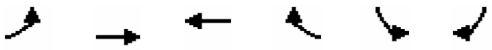
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	898	866	0	12	50
Future Vol, veh/h	0	898	866	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	955	921	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1303	461
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	185	553
Stage 1	0	-	-	0	344	-
Stage 2	0	-	-	0	629	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	185	553
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	629	-

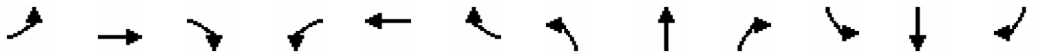
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.79
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	399
HCM Lane V/C Ratio	-	-	0.165
HCM Control Delay (s/veh)	-	-	15.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	910	866	32	0	0
Future Volume (vph)	0	910	866	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5136	3558	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3558	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	968	921	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	968	955	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

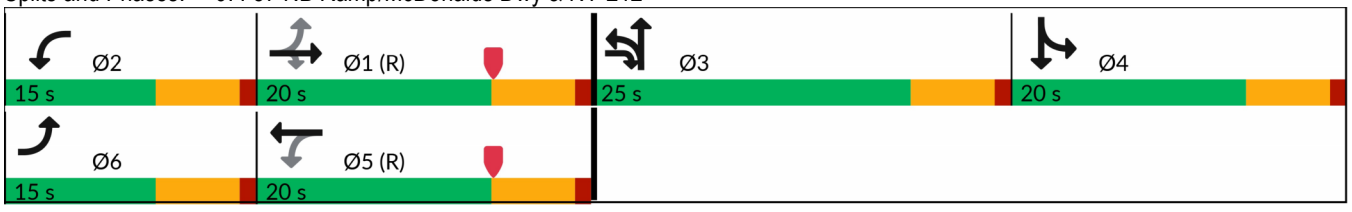


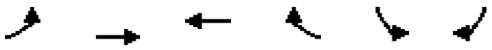
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	586	264	64	533	54	309	13	74	51	6	56
Future Volume (vph)	60	586	264	64	533	54	309	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.943			0.864	
Flt Protected	0.950			0.950			0.950	0.973		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3527	0	1698	1647	0	1805	1642	0
Flt Permitted	0.354			0.144			0.950	0.973		0.950		
Satd. Flow (perm)	673	1881	1615	274	3527	0	1698	1647	0	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272		12			36			58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	604	272	66	549	56	319	13	76	53	6	58
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	62	604	272	66	605	0	207	201	0	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	36.9	31.7	54.4	37.1	31.8		15.5	15.5		6.9	6.9	
Actuated g/C Ratio	0.46	0.40	0.68	0.46	0.40		0.19	0.19		0.09	0.09	
v/c Ratio	0.15	0.80	0.22	0.27	0.42		0.63	0.57		0.33	0.32	
Control Delay (s/veh)	13.9	38.5	1.6	15.9	22.0		37.9	30.0		39.6	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	38.5	1.6	15.9	22.0		37.9	30.0		39.6	16.0	
LOS	B	D	A	B	C		D	C		D	B	
Approach Delay (s/veh)		26.2			21.5			34.1			26.8	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 26.3		Intersection LOS: C	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	712	648	0	4	3
Future Volume (vph)	0	712	648	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	734	668	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	734	668	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

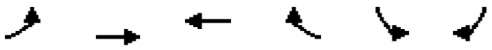
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	712	648	0	4	3
Future Vol, veh/h	0	712	648	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	734	668	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1402	334
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	734	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	175	569
Stage 1	0	-	-	0	399	-
Stage 2	0	-	-	0	465	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	175	569
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.89
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	249
HCM Lane V/C Ratio	-	-	0.029
HCM Control Delay (s/veh)	-	-	19.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	712	648	4	0	0
Future Volume (vph)	4	712	648	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	734	668	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	738	672	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

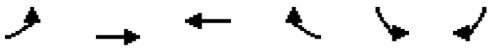
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	712	648	4	0	0
Future Vol, veh/h	4	712	648	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	734	668	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	1412	336
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	742	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	928	-	-	-	142	666
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	141	666
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	474	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	8.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	701	637	10	1	16
Future Volume (vph)	11	701	637	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	738	671	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	750	682	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

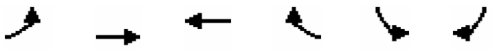
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	701	637	10	1	16
Future Vol, veh/h	11	701	637	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	738	671	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	681	0	-	0	994	341
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	921	-	-	-	279	661
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	921	-	-	-	275	661
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	11.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	83	-	-	-	611
HCM Lane V/C Ratio	0.013	-	-	-	0.029
HCM Control Delay (s/veh)	9	0.1	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	702	638	0	0	9
Future Volume (vph)	0	702	638	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	763	693	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	763	693	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

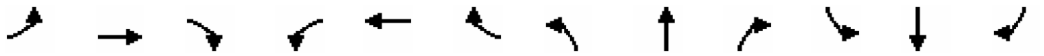
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	702	638	0	0	9
Future Vol, veh/h	0	702	638	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	763	693	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	655
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	655
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.58
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	655
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

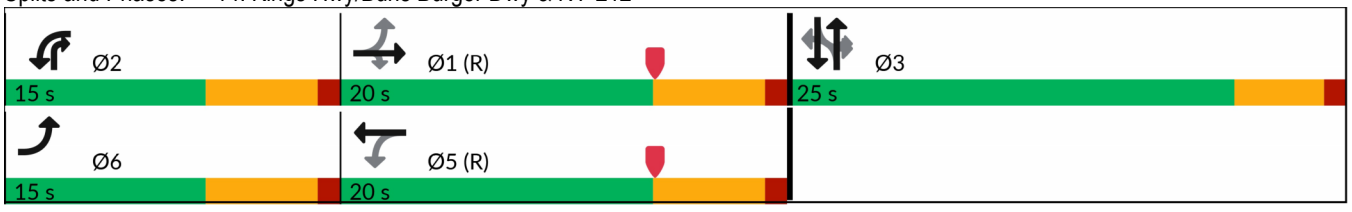


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	461	229	47	448	6	188	1	46	3	1	2
Future Volume (vph)	12	461	229	47	448	6	188	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.449				0.874			0.724			0.871	
Satd. Flow (perm)	853	1881	1615	0	3121	0	0	1349	1615	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		2				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	501	249	51	487	7	204	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	501	249	0	545	0	0	205	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	32.2	29.3	29.3		34.3			13.4	22.9		13.4	
Actuated g/C Ratio	0.54	0.49	0.49		0.57			0.22	0.38		0.22	
v/c Ratio	0.02	0.54	0.27		0.30			0.68	0.07		0.01	
Control Delay (s/veh)	7.3	18.3	3.3		7.9			32.1	3.1		13.3	
Queue Delay	0.0	0.0	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	7.3	18.3	3.3		8.2			32.1	3.1		13.3	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		13.3			8.3			26.5			13.3	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	6	17	497	3	14
Future Volume (vph)	505	6	17	497	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	561	7	19	552	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	568	0	0	571	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

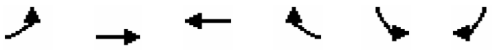
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	505	6	17	497	3	14
Future Vol, veh/h	505	6	17	497	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	561	7	19	552	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	568	0	878	284
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	314	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1014	-	291	719
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1014	-	285	719
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	-	-	119	-
HCM Lane V/C Ratio	0.033	-	-	0.019	-
HCM Control Delay (s/veh)	11.6	-	-	8.6	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

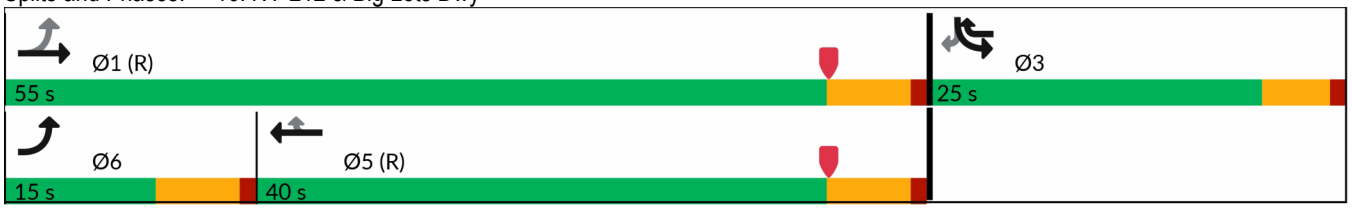


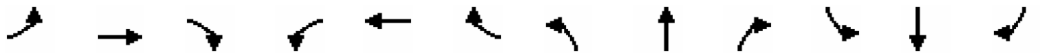
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	437	421	77	48	92
Future Volume (vph)	82	437	421	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.438				0.950	
Satd. Flow (perm)	832	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	475	458	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	475	458	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	55.9	66.6	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.12	0.30	0.18	0.06	0.33	0.43
Control Delay (s/veh)	2.7	3.2	6.1	0.6	39.6	13.8
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.4	6.1	0.6	39.6	13.8
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.2	5.3		22.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	482	2	17	491	0	4	0	37	2	0	1
Future Volume (vph)	1	482	2	17	491	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	513	2	18	522	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	18	522	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	482	2	17	491	0	4	0	37	2	0	1
Future Vol, veh/h	1	482	2	17	491	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	513	2	18	522	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	522	0	0	515	0	0	1074	1074	514	1073	1076	522
Stage 1	-	-	-	-	-	-	516	516	-	559	559	-
Stage 2	-	-	-	-	-	-	559	559	-	515	517	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1054	-	-	1061	-	-	199	222	559	199	221	558
Stage 1	-	-	-	-	-	-	546	538	-	517	515	-
Stage 2	-	-	-	-	-	-	517	515	-	546	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1054	-	-	1061	-	-	195	217	559	182	217	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	217	-	182	217	-
Stage 1	-	-	-	-	-	-	545	537	-	509	506	-
Stage 2	-	-	-	-	-	-	508	506	-	507	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.28	13.39	20.55
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	4	-	-	1061	-	-	235
HCM Lane V/C Ratio	0.092	0.001	-	-	0.017	-	-	0.014
HCM Control Delay (s/veh)	13.4	8.4	0	-	8.5	-	-	20.5
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

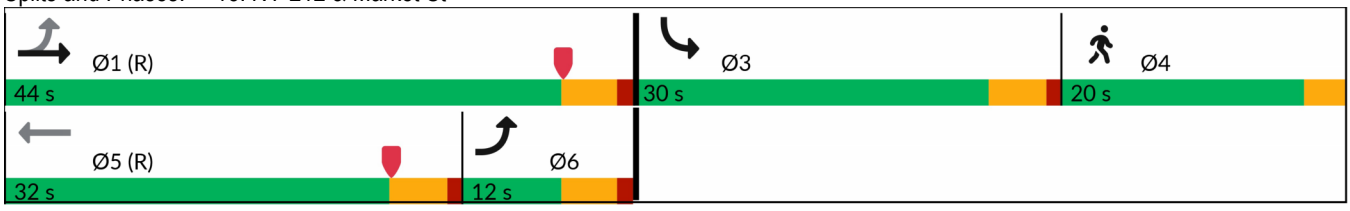


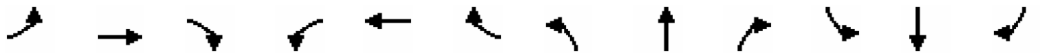
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	64	324	352	50	57	64	
Future Volume (vph)	64	324	352	50	57	64	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.983		0.929		
Flt Protected	0.950				0.977		
Satd. Flow (prot)	1805	1881	1851	0	1725	0	
Flt Permitted	0.458				0.977		
Satd. Flow (perm)	870	1881	1851	0	1725	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	72	364	396	56	64	72	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	72	364	452	0	136	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.2	72.2	62.6		11.8		
Actuated g/C Ratio	0.77	0.77	0.67		0.13		
v/c Ratio	0.09	0.25	0.36		0.62		
Control Delay (s/veh)	3.8	4.0	9.3		51.1		
Queue Delay	0.0	0.0	0.8		0.0		
Total Delay (s/veh)	3.8	4.0	10.1		51.1		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.0	10.1		51.2		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





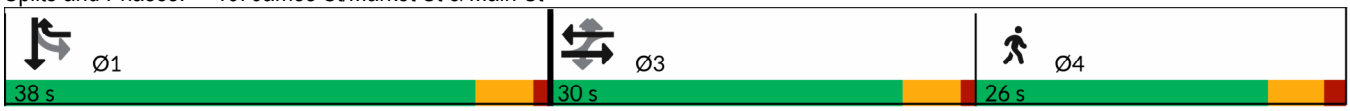
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	244	0	0	0	242	6	115
Future Volume (vph)	152	41	3	7	33	244	0	0	0	242	6	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.957	
Flt Protected		0.963			0.991						0.968	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1748	0
Flt Permitted		0.744			0.941						0.968	
Satd. Flow (perm)	0	1400	0	0	1788	1599	0	0	0	0	1748	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	277	0	0	0	275	7	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	277	0	0	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.6			14.6	44.0					19.0	
Actuated g/C Ratio		0.33			0.33	1.00					0.43	
v/c Ratio		0.47			0.07	0.17					0.54	
Control Delay (s/veh)		16.7			11.7	0.2					12.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		16.7			11.7	0.2					12.6	
LOS		B			B	A					B	
Approach Delay (s/veh)		16.7			1.9						12.7	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

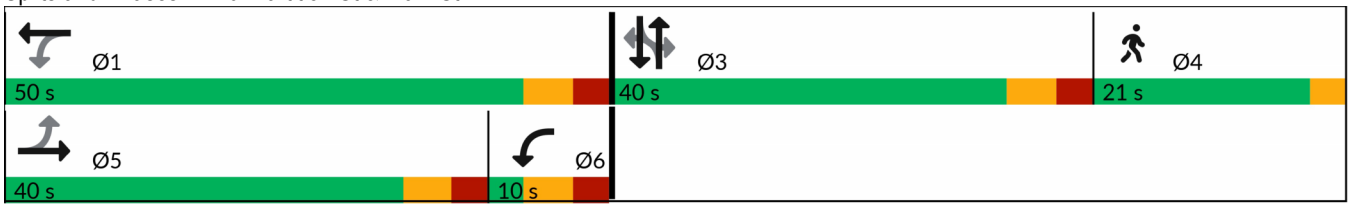
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	172	93	118	1	152	29	84	1	48	16
Future Volume (vph)	11	100	172	93	118	1	152	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.918			0.999			0.957			0.967	
Flt Protected		0.998			0.978			0.972			0.999	
Satd. Flow (prot)	0	1724	0	0	1838	0	0	1767	0	0	1835	0
Flt Permitted		0.980			0.732			0.781			0.995	
Satd. Flow (perm)	0	1693	0	0	1376	0	0	1420	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	195	106	134	1	173	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	241	0	0	301	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.3			17.3			19.0			19.0	
Actuated g/C Ratio		0.34			0.34			0.37			0.37	
v/c Ratio		0.56			0.51			0.57			0.10	
Control Delay (s/veh)		18.9			19.0			18.5			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		18.9			19.0			18.5			11.9	
LOS		B			B			B			B	
Approach Delay (s/veh)		19.0			19.1			18.6			12.0	
Approach LOS		B			B			B			B	

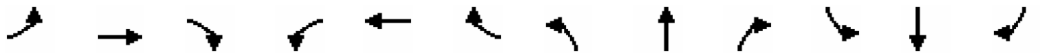
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 51.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

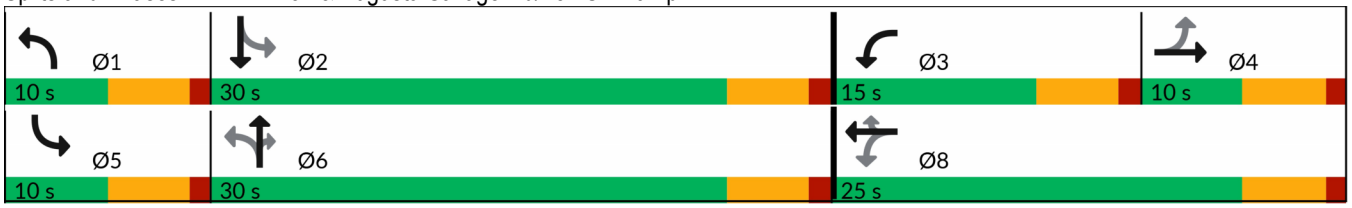


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	73	94	138	101	90	95	493	163	566	445	99
Future Volume (vph)	95	73	94	138	101	90	95	493	163	566	445	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.952				0.850			0.850		0.973	
Flt Protected		0.982			0.972		0.950			0.950		
Satd. Flow (prot)	0	1776	0	0	1836	1468	1805	1863	1615	1805	1834	0
Flt Permitted		0.661			0.644		0.217			0.218		
Satd. Flow (perm)	0	1196	0	0	1217	1468	412	1863	1615	414	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				117			201		20	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	106	81	104	153	112	100	106	548	181	629	494	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	291	0	0	265	100	106	548	181	629	604	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		16.5			16.5	16.5	26.1	21.1	21.1	27.7	23.9	
Actuated g/C Ratio		0.28			0.28	0.28	0.45	0.36	0.36	0.48	0.41	
v/c Ratio		0.80			0.77	0.20	0.34	0.81	0.25	1.96	0.78	
Control Delay (s/veh)		37.1			37.0	4.2	10.8	28.6	3.0	462.7	26.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		37.1			37.0	4.2	10.8	28.6	3.0	462.7	26.3	
LOS		D			D	A	B	C	A	F	C	
Approach Delay (s/veh)		37.1			28.1			20.8			249.0	
Approach LOS		D			C			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 58.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.97			
Intersection Signal Delay (s/veh): 126.8		Intersection LOS: F	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	673	1104	1
Future Volume (vph)	0	6	4	673	1104	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	2620	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	774	1269	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	774	1270	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	673	1104	1
Future Vol, veh/h	0	6	4	673	1104	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	774	1269	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1270	1270	0	-	0
Stage 1	1270	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	62	207	554	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	207	554	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.96	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	554	-	207	-	-
HCM Lane V/C Ratio	0.008	-	0.033	-	-
HCM Control Delay (s/veh)	11.6	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	506	929	3
Future Volume (vph)	1	4	6	506	929	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1857	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1857	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			2620	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	575	1056	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	582	1059	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

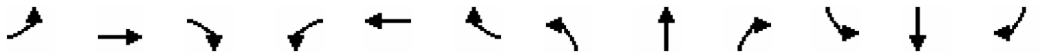
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	506	929	3
Future Vol, veh/h	1	4	6	506	929	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	575	1056	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1646	1057	1059	0	-	0
Stage 1	1057	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	111	276	594	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	276	594	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.54	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	21	-	211	-	-
HCM Lane V/C Ratio	0.011	-	0.027	-	-
HCM Control Delay (s/veh)	11.1	0	22.5	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	35	3	26	10	465	33	36	887	1
Future Volume (vph)	0	3	9	35	3	26	10	465	33	36	887	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.945			0.991				
Flt Protected					0.973			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1747	0	0	1847	0	0	1896	0
Flt Permitted					0.973			0.999			0.998	
Satd. Flow (perm)	0	1702	0	0	1747	0	0	1847	0	0	1896	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	40	3	30	11	528	38	41	1008	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	73	0	0	577	0	0	1050	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	9	35	3	26	10	465	33	36	887	1
Future Vol, veh/h	0	3	9	35	3	26	10	465	33	36	887	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	0	3	10	40	3	30	11	528	38	41	1008	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1643	1679	1009	1661	1661	547	1009	0	0	566	0	0
Stage 1	1090	1090	-	570	570	-	-	-	-	-	-	-
Stage 2	553	589	-	1091	1091	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	96	294	78	98	541	695	-	-	1016	-	-
Stage 1	263	294	-	510	509	-	-	-	-	-	-	-
Stage 2	521	499	-	263	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	85	294	65	87	541	695	-	-	1016	-	-
Mov Cap-2 Maneuver	65	85	-	65	87	-	-	-	-	-	-	-
Stage 1	239	267	-	498	496	-	-	-	-	-	-	-
Stage 2	477	487	-	227	266	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.36	99.16	0.2	0.34
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	35	-	-	182	103	70	-	-
HCM Lane V/C Ratio	0.016	-	-	0.075	0.709	0.04	-	-
HCM Control Delay (s/veh)	10.3	0	-	26.4	99.2	8.7	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	3.7	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	112	0	388	101	0	813
Future Volume (vph)	112	0	388	101	0	813
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1810	0	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1810	0	0	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	127	0	441	115	0	924
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	556	0	0	924
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

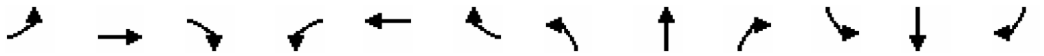
Intersection	
Int Delay, s/veh	7.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	0	388	101	0	813
Future Vol, veh/h	112	0	388	101	0	813
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	1	6	0	0
Mvmt Flow	127	0	441	115	0	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1422	498	0	0	556	0
Stage 1	498	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	150	576	-	-	1025	-
Stage 1	610	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	576	-	-	1025	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	96.61	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	150	1025	-
HCM Lane V/C Ratio	-	-	0.849	-	-
HCM Control Delay (s/veh)	-	-	96.6	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	5.6	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	384	2	47	813	0
Future Volume (vph)	0	0	0	0	1	34	2	384	2	47	813	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	427	2	52	903	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	431	0	0	955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	384	2	47	813	0
Future Vol, veh/h	0	0	0	0	1	34	2	384	2	47	813	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	427	2	52	903	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1439	1441	903	1440	1440	428	903	0	0	429	0	0
Stage 1	1008	1008	-	432	432	-	-	-	-	-	-	-
Stage 2	432	433	-	1008	1008	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	112	134	339	112	134	631	761	-	-	1131	-	-
Stage 1	293	321	-	606	586	-	-	-	-	-	-	-
Stage 2	606	585	-	293	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	121	339	101	121	631	761	-	-	1131	-	-
Mov Cap-2 Maneuver	94	121	-	101	121	-	-	-	-	-	-	-
Stage 1	265	291	-	603	583	-	-	-	-	-	-	-
Stage 2	567	583	-	265	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.86	0.05	0.46
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	-	563	98	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.069	0.046	-	-
HCM Control Delay (s/veh)	9.7	0	-	0	11.9	8.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	2	31	19	3	37
Future Volume (vph)	15	2	31	19	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985		0.949			
Flt Protected	0.957					0.996
Satd. Flow (prot)	1791	0	1803	0	0	1892
Flt Permitted	0.957					0.996
Satd. Flow (perm)	1791	0	1803	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	2	33	20	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	53	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	31	19	3	37
Future Vol, veh/h	15	2	31	19	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	2	33	20	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	43	0	0	53	0
Stage 1	43	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	917	1033	-	-	1565	-
Stage 1	985	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	1033	-	-	1565	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.96	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	135	-
HCM Lane V/C Ratio	-	-	0.02	0.002	-
HCM Control Delay (s/veh)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

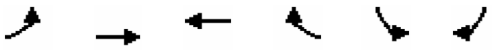
8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.0	1.6
Total Del/Veh (s)	10.6	0.8	0.5	4.6
Stop Delay (hr)	1.1	0.0	0.0	1.2
Stop Del/Veh (s)	8.5	0.2	0.2	3.4

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	40	60	20	5	25
Average Queue (ft)	1	52	1	0	3
95th Queue (ft)	16	57	11	4	17
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	55	0		0
Queuing Penalty (veh)	1	167	0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

ATTACHMENT M: LOS CALCULATIONS – FULL BUILD CONDITIONS – SPONSOR'S PREFERRED



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	185	240	96	157	43
Future Volume (vph)	23	185	240	96	157	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1659	1624	0	1556	1553
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1659	1624	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	35	285	369	148	242	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	320	517	0	242	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	185	240	96	157	43
Future Vol, veh/h	23	185	240	96	157	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	35	285	369	148	242	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	798	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	954	-	-	-	336	610
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	954	-	-	-	321	610
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.99	0	38.06
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	199	-	-	-	321	610
HCM Lane V/C Ratio	0.037	-	-	-	0.752	0.08
HCM Control Delay (s/veh)	8.9	0	-	-	43.4	11.4
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	5.8	0.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	341	37	20	357	14	22
Future Volume (vph)	341	37	20	357	14	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.919	
Flt Protected				0.997	0.980	
Satd. Flow (prot)	1769	0	0	1776	1238	0
Flt Permitted				0.997	0.980	
Satd. Flow (perm)	1769	0	0	1776	1238	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	379	41	22	397	16	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	0	419	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

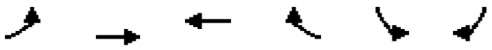
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	341	37	20	357	14	22
Future Vol, veh/h	341	37	20	357	14	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	379	41	22	397	16	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	420	0	841	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1150	-	283	588
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	276	588
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.43	14.77
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	95	-
HCM Lane V/C Ratio	0.098	-	-	0.019	-
HCM Control Delay (s/veh)	14.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	69	296	299	63	66	74
Future Volume (vph)	69	296	299	63	66	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.977		0.929	
Flt Protected		0.991			0.977	
Satd. Flow (prot)	0	1846	1820	0	1691	0
Flt Permitted		0.991			0.977	
Satd. Flow (perm)	0	1846	1820	0	1691	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1452	1747		525	
Travel Time (s)		28.3	34.0		11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	322	325	68	72	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	397	393	0	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

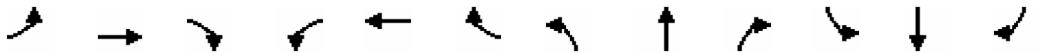
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	296	299	63	66	74
Future Vol, veh/h	69	296	299	63	66	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	322	325	68	72	80

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	393	0	-	0	831	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1165	-	-	-	340	685
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1165	-	-	-	313	685
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.57	0	17.49
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	340	-	-	-	439
HCM Lane V/C Ratio	0.064	-	-	-	0.347
HCM Control Delay (s/veh)	8.3	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

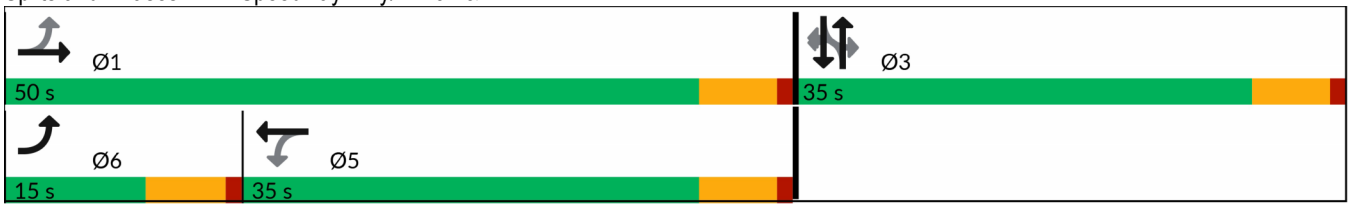


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	294	4	3	298	558	7	25	1	568	28	85
Future Volume (vph)	88	294	4	3	298	558	7	25	1	568	28	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.996				0.850
Flt Protected	0.950							0.989			0.955	
Satd. Flow (prot)	1719	1676	0	0	1735	1468	0	1729	0	0	1663	1417
Flt Permitted	0.291				0.996			0.858			0.710	
Satd. Flow (perm)	527	1676	0	0	1728	1468	0	1500	0	0	1236	1417
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				600		1				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1747			466			147			1087	
Travel Time (s)		34.0			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	95	316	4	3	320	600	8	27	1	611	30	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	320	0	0	323	600	0	36	0	0	641	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	29.3	29.3			18.4	71.5		29.8			29.8	29.8
Actuated g/C Ratio	0.41	0.41			0.26	1.00		0.42			0.42	0.42
v/c Ratio	0.27	0.46			0.72	0.40		0.05			1.24	0.13
Control Delay (s/veh)	13.5	16.4			35.0	0.8		16.5			151.1	3.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.5	16.4			35.0	0.8		16.5			151.1	3.0
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.8			12.8			16.5			132.8	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 71.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay (s/veh): 55.2		Intersection LOS: E	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	905	2	11	834	1	8
Future Volume (vph)	905	2	11	834	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.878	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1724	0	0	3277	1660	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1724	0	0	3277	1660	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	995	2	12	916	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	997	0	0	928	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

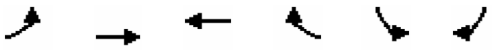
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	905	2	11	834	1	8
Future Vol, veh/h	905	2	11	834	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	995	2	12	916	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	997	0	1478	996
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	640	-	129	299
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	126	299
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	19.42
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	47	-
HCM Lane V/C Ratio	0.038	-	-	0.019	-
HCM Control Delay (s/veh)	19.4	-	-	10.7	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	913	842	2	3	3
Future Volume (vph)	0	913	842	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3340	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3340	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	971	896	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	971	898	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

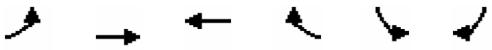
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	913	842	2	3	3
Future Vol, veh/h	0	913	842	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	971	896	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	898	0	-	0	1868	449
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	971	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	765	-	-	-	55	563
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	765	-	-	-	55	563
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	308	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	43.64
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	765	-	-	-	100
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Control Delay (s/veh)	0	-	-	-	43.6
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	916	793	0	8	51
Future Volume (vph)	0	916	793	0	8	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	0	4759	3343	0	1586	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4759	3343	0	1586	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	974	844	0	9	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	974	844	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

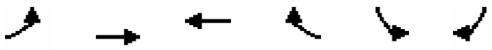
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	916	793	0	8	51
Future Vol, veh/h	0	916	793	0	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	974	844	0	9	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1233	422
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	203	569
Stage 1	0	-	-	0	377	-
Stage 2	0	-	-	0	624	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	203	569
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	624	-

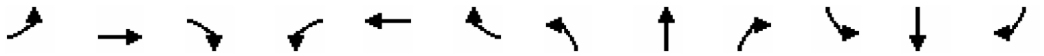
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	458
HCM Lane V/C Ratio	-	-	0.137
HCM Control Delay (s/veh)	-	-	14.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	894	793	28	0	0
Future Volume (vph)	29	894	793	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.998				
Satd. Flow (prot)	0	4756	3334	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4756	3334	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	31	951	844	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	874	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

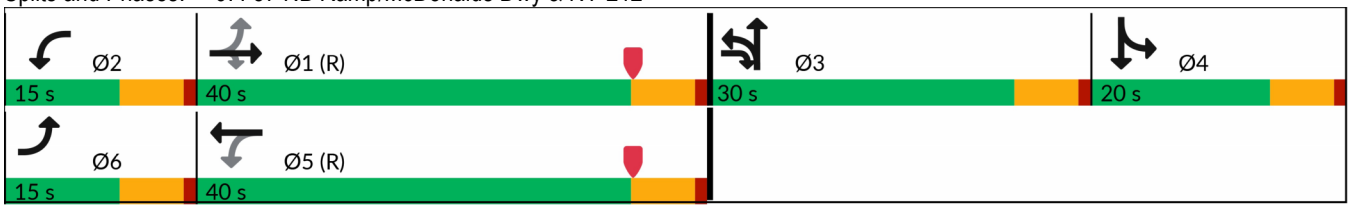


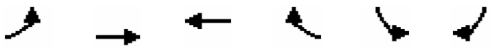
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	614	255	95	522	30	281	7	59	40	16	20
Future Volume (vph)	25	614	255	95	522	30	281	7	59	40	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.948			0.916	
Flt Protected	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3199	0	1573	1495	0	1752	1561	0
Flt Permitted	0.383			0.115			0.950	0.970		0.950		
Satd. Flow (perm)	693	1712	1455	202	3199	0	1573	1495	0	1752	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300		6			24			24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	29	722	300	112	614	35	331	8	69	47	19	24
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	29	722	300	112	649	0	209	199	0	47	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	54.2	48.8	74.4	60.3	55.1		19.6	19.6		7.4	7.4	
Actuated g/C Ratio	0.52	0.46	0.71	0.57	0.52		0.19	0.19		0.07	0.07	
v/c Ratio	0.07	0.90	0.26	0.50	0.38		0.71	0.66		0.38	0.32	
Control Delay (s/veh)	12.8	46.3	1.4	20.7	13.3		53.2	45.3		54.8	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.1		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.8	46.3	1.4	20.7	13.5		53.2	45.3		54.8	32.2	
LOS	B	D	A	C	B		D	D		D	C	
Approach Delay (s/veh)		32.6			14.6			49.4			44.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 30.1		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	714	647	0	0	0
Future Volume (vph)	0	714	647	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	785	711	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	711	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

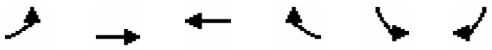
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	714	647	0	0	0
Future Vol, veh/h	0	714	647	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	785	711	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1496	355
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	155	552
Stage 1	0	-	-	0	376	-
Stage 2	0	-	-	0	441	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	155	552
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	714	647	0	0	0
Future Volume (vph)	0	714	647	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	785	711	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	711	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

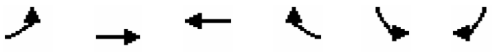
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	714	647	0	0	0
Future Vol, veh/h	0	714	647	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	785	711	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	711	0	-	0	1496	355
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	898	-	-	-	126	642
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	126	642
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	898	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	701	646	9	0	1
Future Volume (vph)	13	701	646	9	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4761	3304	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4761	3304	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	14	770	710	10	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	784	720	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

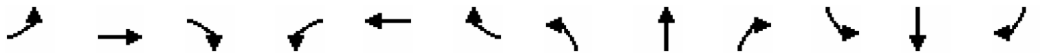
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	701	646	9	0	1
Future Vol, veh/h	13	701	646	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	14	770	710	10	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	720	0	-	0	1052	360
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	891	-	-	-	258	643
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	254	643
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.32	0	10.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	643
HCM Lane V/C Ratio	0.016	-	-	-	0.002
HCM Control Delay (s/veh)	9.1	0.2	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

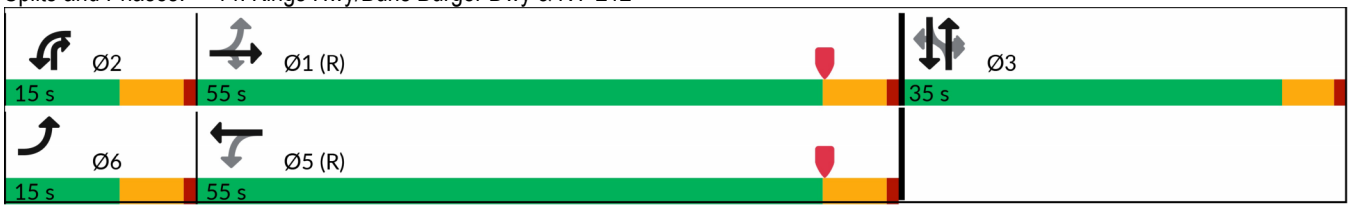


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	363	335	64	413	1	242	0	20	0	0	0
Future Volume (vph)	3	363	335	64	413	1	242	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.993			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3359	0	0	1543	1324	0	1900	0
Flt Permitted	0.467				0.843			0.757				
Satd. Flow (perm)	887	1759	1442	0	2852	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			353						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	382	353	67	435	1	255	0	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	382	353	0	503	0	0	255	21	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.5	64.7	64.7		67.6			25.1	34.6			
Actuated g/C Ratio	0.63	0.62	0.62		0.64			0.24	0.33			
v/c Ratio	0.00	0.35	0.34		0.27			0.86	0.04			
Control Delay (s/veh)	11.0	11.2	2.8		6.7			65.5	5.1			
Queue Delay	0.0	0.7	0.4		0.2			0.0	0.0			
Total Delay (s/veh)	11.0	11.9	3.2		7.0			65.5	5.1			
LOS	B	B	A		A			E	A			
Approach Delay (s/veh)		7.8			7.0			61.0				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	373	10	10	474	4	14
Future Volume (vph)	373	10	10	474	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.996				0.893	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3297	0	0	3368	1505	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3297	0	0	3368	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	405	11	11	515	4	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	416	0	0	526	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			

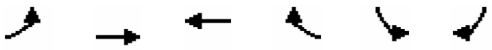
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	10	10	474	4	14
Future Vol, veh/h	373	10	10	474	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	405	11	11	515	4	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	416	0	690	208
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1078	-	332	780
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	328	780
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	11.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	74	-
HCM Lane V/C Ratio	0.033	-	-	0.01	-
HCM Control Delay (s/veh)	11.2	-	-	8.4	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

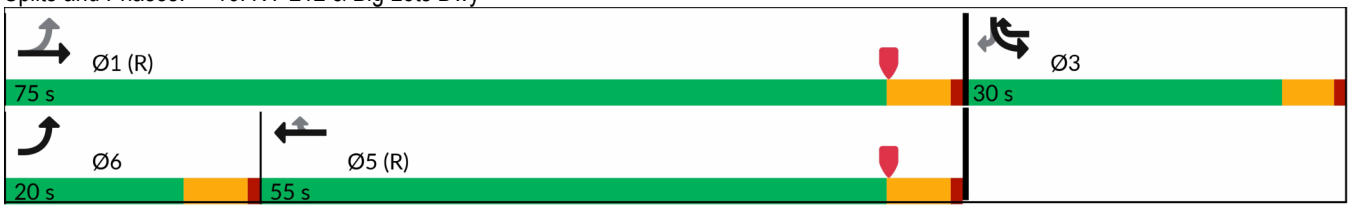


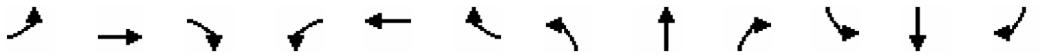
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	372	472	7	3	12
Future Volume (vph)	15	372	472	7	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.417				0.950	
Satd. Flow (perm)	734	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		14
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	17	433	549	8	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	433	549	8	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	92.7	95.1	90.8	98.7	5.3	5.3
Actuated g/C Ratio	0.88	0.91	0.86	0.94	0.05	0.05
v/c Ratio	0.02	0.28	0.19	0.00	0.04	0.14
Control Delay (s/veh)	1.7	1.8	2.6	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.7	2.0	2.6	0.7	48.3	25.8
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		2.0	2.7		29.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	372	3	35	478	0	0	0	49	1	0	0
Future Volume (vph)	0	372	3	35	478	0	0	0	49	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	423	3	40	543	0	0	0	56	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	426	0	40	543	0	0	56	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	372	3	35	478	0	0	0	49	1	0	0
Future Vol, veh/h	0	372	3	35	478	0	0	0	49	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	423	3	40	543	0	0	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	426	0	0	1047	1047	424	1045	1049	543
Stage 1	-	-	-	-	-	-	424	424	-	623	623	-
Stage 2	-	-	-	-	-	-	623	623	-	423	426	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1036	-	-	1128	-	-	208	230	615	208	229	543
Stage 1	-	-	-	-	-	-	612	590	-	477	482	-
Stage 2	-	-	-	-	-	-	477	482	-	613	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1036	-	-	1128	-	-	201	222	615	183	221	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	222	-	183	221	-
Stage 1	-	-	-	-	-	-	612	590	-	461	465	-
Stage 2	-	-	-	-	-	-	461	465	-	557	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.57	11.44	24.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1036	-	-	1128	-	-	183
HCM Lane V/C Ratio	0.091	-	-	-	0.035	-	-	0.006
HCM Control Delay (s/veh)	11.4	0	-	-	8.3	-	-	24.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

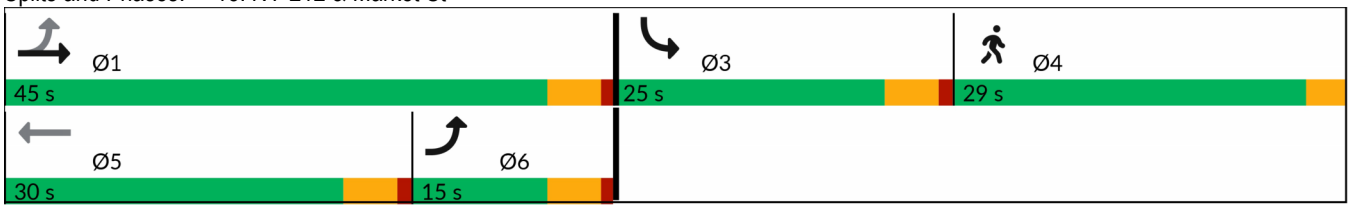


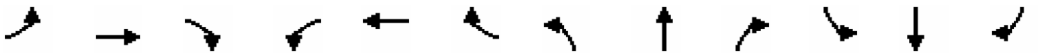
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	89	205	316	42	49	72	
Future Volume (vph)	89	205	316	42	49	72	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.920		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1641	1712	1776	0	1561	0	
Flt Permitted	0.455				0.980		
Satd. Flow (perm)	786	1712	1776	0	1561	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	103	238	367	49	57	84	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	103	238	416	0	141	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	42.4	42.4	30.8		9.7		
Actuated g/C Ratio	0.73	0.73	0.53		0.17		
v/c Ratio	0.14	0.19	0.44		0.54		
Control Delay (s/veh)	5.1	4.6	15.0		31.1		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.1	4.6	15.0		31.1		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.8	15.0		31.2		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 58.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





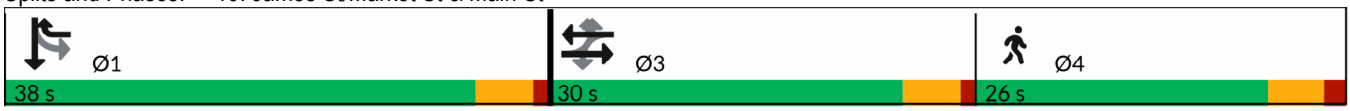
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	23	1	0	24	212	0	0	0	189	0	95
Future Volume (vph)	164	23	1	0	24	212	0	0	0	189	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.955	
Flt Protected		0.958									0.968	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1578	0
Flt Permitted		0.730									0.968	
Satd. Flow (perm)	0	1301	0	0	1743	1442	0	0	0	0	1578	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	219	31	1	0	32	283	0	0	0	252	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	32	283	0	0	0	0	379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.7			16.7	46.3					19.1	
Actuated g/C Ratio		0.36			0.36	1.00					0.41	
v/c Ratio		0.53			0.05	0.19					0.58	
Control Delay (s/veh)		17.8			11.4	0.3					15.1	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.8			11.4	0.3					15.1	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.9			1.4						15.2	
Approach LOS		B			A						B	

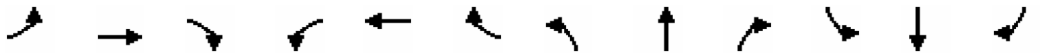
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 46.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



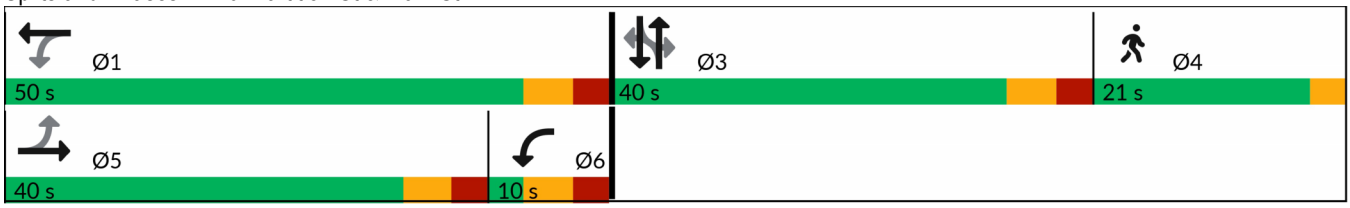
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	89	114	67	109	7	122	25	81	3	36	4
Future Volume (vph)	9	89	114	67	109	7	122	25	81	3	36	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.995			0.952			0.987	
Flt Protected		0.998			0.982			0.974			0.997	
Satd. Flow (prot)	0	1556	0	0	1711	0	0	1623	0	0	1824	0
Flt Permitted		0.978			0.773			0.800			0.974	
Satd. Flow (perm)	0	1525	0	0	1347	0	0	1333	0	0	1782	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	13	125	161	94	154	10	172	35	114	4	51	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	299	0	0	258	0	0	321	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.9			17.9			21.7			21.7	
Actuated g/C Ratio		0.33			0.33			0.40			0.40	
v/c Ratio		0.59			0.58			0.60			0.08	
Control Delay (s/veh)		21.8			22.2			19.3			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		21.8			22.2			19.3			11.4	
LOS		C			C			B			B	
Approach Delay (s/veh)		21.8			22.3			19.4			11.5	
Approach LOS		C			C			B			B	

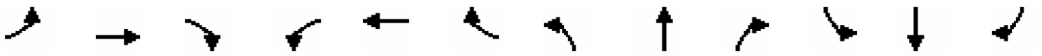
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 54.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

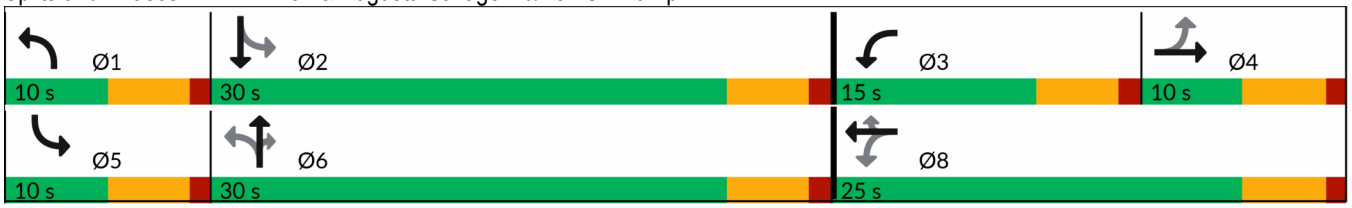


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	128	164	116	171	64	125	406	140	222	400	137
Future Volume (vph)	142	128	164	116	171	64	125	406	140	222	400	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949				0.850			0.850		0.962	
Flt Protected		0.984			0.980		0.950			0.950		
Satd. Flow (prot)	0	1369	0	0	1119	1346	1805	1696	1495	1736	1737	0
Flt Permitted		0.660			0.645		0.230			0.334		
Satd. Flow (perm)	0	918	0	0	736	1346	437	1696	1495	610	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				117			201		31	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	145	131	167	118	174	65	128	414	143	227	408	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	0	0	292	65	128	414	143	227	548	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.2			20.2	20.2	25.6	20.6	20.6	26.8	23.0	
Actuated g/C Ratio		0.33			0.33	0.33	0.42	0.34	0.34	0.44	0.38	
v/c Ratio		1.35			1.20	0.12	0.43	0.72	0.22	0.62	0.81	
Control Delay (s/veh)		200.3			149.5	1.6	12.7	25.3	1.8	18.3	28.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		200.3			149.5	1.6	12.7	25.3	1.8	18.3	28.5	
LOS		F			F	A	B	C	A	B	C	
Approach Delay (s/veh)		200.4			122.6			18.1			25.6	
Approach LOS		F			F			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 60.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.35			
Intersection Signal Delay (s/veh): 72.9		Intersection LOS: E	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	608	755	0
Future Volume (vph)	0	4	4	608	755	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1547	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	668	830	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	668	830	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	608	755	0
Future Vol, veh/h	0	4	4	608	755	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	668	830	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1507	830	830	0	-	0
Stage 1	830	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	135	337	811	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	337	811	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.81	0.06	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	811	-	337	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.5	-	15.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	81	116	492	674	25
Future Volume (vph)	17	81	116	492	674	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888				0.995	
Flt Protected	0.992			0.991		
Satd. Flow (prot)	1641	0	0	1846	1853	0
Flt Permitted	0.992			0.991		
Satd. Flow (perm)	1641	0	0	1846	1853	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	900			1547	1073	
Travel Time (s)	20.5			19.2	13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	88	126	535	733	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	0	0	661	760	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	81	116	492	674	25
Future Vol, veh/h	17	81	116	492	674	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	88	126	535	733	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	746	760	0	-	0
Stage 1	746	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	128	413	852	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	413	852	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	26.85	1.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	343	-	269	-	-
HCM Lane V/C Ratio	0.148	-	0.396	-	-
HCM Control Delay (s/veh)	10	0	26.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.8	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	507	694	0
Future Volume (vph)	0	4	2	507	694	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1790	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1790	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1073	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	576	789	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	578	789	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

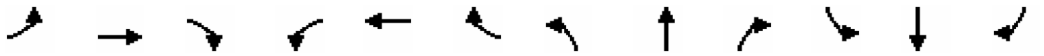
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	507	694	0
Future Vol, veh/h	0	4	2	507	694	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	576	789	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1369	789	789	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	163	324	654	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	324	654	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.26	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	324	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s/veh)	10.5	0	16.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	15	51	7	26	9	443	55	89	629	1
Future Volume (vph)	0	11	15	51	7	26	9	443	55	89	629	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.958			0.985				
Flt Protected					0.971			0.999			0.994	
Satd. Flow (prot)	0	1682	0	0	1702	0	0	1616	0	0	1807	0
Flt Permitted					0.971			0.999			0.994	
Satd. Flow (perm)	0	1682	0	0	1702	0	0	1616	0	0	1807	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	12	16	54	7	28	10	471	59	95	669	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	89	0	0	540	0	0	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	15	51	7	26	9	443	55	89	629	1
Future Vol, veh/h	0	11	15	51	7	26	9	443	55	89	629	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	17	8	40	15	17	1	5	0
Mvmt Flow	0	12	16	54	7	28	10	471	59	95	669	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1353	1408	670	1384	1379	501	670	0	0	530	0	0
Stage 1	859	859	-	520	520	-	-	-	-	-	-	-
Stage 2	494	549	-	864	860	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.67	6.28	4.5	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.153	3.372	2.56	-	-	2.209	-	-
Pot Cap-1 Maneuver	128	134	461	122	135	559	765	-	-	1043	-	-
Stage 1	354	362	-	543	508	-	-	-	-	-	-	-
Stage 2	561	504	-	352	353	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	112	461	90	113	559	765	-	-	1043	-	-
Mov Cap-2 Maneuver	97	112	-	90	113	-	-	-	-	-	-	-
Stage 1	303	310	-	533	499	-	-	-	-	-	-	-
Stage 2	516	495	-	279	302	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.99	85.88	0.17	1.09
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	31	-	-	199	125	223	-	-
HCM Lane V/C Ratio	0.013	-	-	0.139	0.717	0.091	-	-
HCM Control Delay (s/veh)	9.8	0	-	26	85.9	8.8	0	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	4	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	154	2	362	107	0	565
Future Volume (vph)	154	2	362	107	0	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.969			
Flt Protected	0.953					
Satd. Flow (prot)	1690	0	1688	0	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1690	0	1688	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	167	2	393	116	0	614
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	509	0	0	614
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	154	2	362	107	0	565
Future Vol, veh/h	154	2	362	107	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	7	16	0	5
Mvmt Flow	167	2	393	116	0	614

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1066	452	0	0	510	0
Stage 1	452	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	241	612	-	-	1066	-
Stage 1	631	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	241	612	-	-	1066	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	48.25	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	243	1066	-
HCM Lane V/C Ratio	-	-	0.699	-	-
HCM Control Delay (s/veh)	-	-	48.2	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	4.6	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	34	0	365	0	48	560	0
Future Volume (vph)	0	1	4	1	0	34	0	365	0	48	560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	35	0	380	0	50	583	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	36	0	0	380	0	0	633	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	4	1	0	34	0	365	0	48	560	0
Future Vol, veh/h	0	1	4	1	0	34	0	365	0	48	560	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	35	0	380	0	50	583	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1064	1064	583	1064	1064	380	583	0	0	380	0	0
Stage 1	683	683	-	380	380	-	-	-	-	-	-	-
Stage 2	380	380	-	684	683	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	203	152	471	133	225	643	1001	-	-	1162	-	-
Stage 1	442	329	-	483	617	-	-	-	-	-	-	-
Stage 2	646	474	-	313	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	142	471	123	211	643	1001	-	-	1162	-	-
Mov Cap-2 Maneuver	179	142	-	123	211	-	-	-	-	-	-	-
Stage 1	414	308	-	483	617	-	-	-	-	-	-	-
Stage 2	610	474	-	290	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.36	11.7	0	0.65
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1001	-	-	322	574	142	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.064	0.043	-	-
HCM Control Delay (s/veh)	0	-	-	16.4	11.7	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	29	4	59	13	0	77
Future Volume (vph)	29	4	59	13	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984		0.976			
Flt Protected	0.958					
Satd. Flow (prot)	1791	0	1627	0	0	1667
Flt Permitted	0.958					
Satd. Flow (perm)	1791	0	1627	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	52	7	105	23	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	128	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

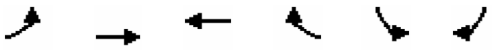
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	4	59	13	0	77
Future Vol, veh/h	29	4	59	13	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	52	7	105	23	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	117	0	0	129	0
Stage 1	117	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	739	941	-	-	1470	-
Stage 1	913	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	739	941	-	-	1470	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.15	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	1470	-
HCM Lane V/C Ratio	-	-	0.078	-	-
HCM Control Delay (s/veh)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	360	371	2	6	6
Future Volume (vph)	2	360	371	2	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	1861	0	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		542	1452		543	
Travel Time (s)		10.6	62.2		12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	391	403	2	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	393	405	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	360	371	2	6	6
Future Vol, veh/h	2	360	371	2	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	391	403	2	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	405	0	-	0	800	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1153	-	-	-	354	646
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1153	-	-	-	353	646
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	13.11
HCM LOS			B

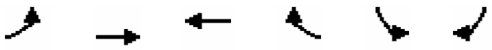
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	457
HCM Lane V/C Ratio	0.002	-	-	-	0.029
HCM Control Delay (s/veh)	8.1	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	5.6	8.5	1.0	0.5	3.8
Stop Delay (hr)	0.0	0.9	0.1	0.0	1.0
Stop Del/Veh (s)	4.5	6.6	0.3	0.2	2.6

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	42	74	41	43	58
Average Queue (ft)	10	55	3	4	9
95th Queue (ft)	35	66	21	23	36
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	1	50	0	0	0
Queuing Penalty (veh)	2	156	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	293	255	184	110	29
Future Volume (vph)	45	293	255	184	110	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.943			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1745	1719	0	1641	1417
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1745	1719	0	1641	1417
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	8%	3%	6%	10%	14%
Adj. Flow (vph)	46	302	263	190	113	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	348	453	0	113	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	293	255	184	110	29
Future Vol, veh/h	45	293	255	184	110	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	8	3	6	10	14
Mvmt Flow	46	302	263	190	113	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	453	0	-	0	753	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	4.19	-	-	-	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.281	-	-	-	3.59	3.426
Pot Cap-1 Maneuver	1072	-	-	-	366	660
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1072	-	-	-	347	660
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.13	0	18.31
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	240	-	-	-	347	660
HCM Lane V/C Ratio	0.043	-	-	-	0.327	0.045
HCM Control Delay (s/veh)	8.5	0	-	-	20.3	10.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	429	32	25	451	34	27
Future Volume (vph)	429	32	25	451	34	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.940	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1794	0	0	1792	1616	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1794	0	0	1792	1616	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	0%	6%	0%	17%
Adj. Flow (vph)	447	33	26	470	35	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	480	0	0	496	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

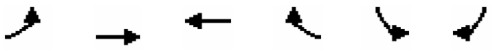
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	429	32	25	451	34	27
Future Vol, veh/h	429	32	25	451	34	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	4	0	6	0	17
Mvmt Flow	447	33	26	470	35	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	985	464
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1093	-	277	569
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1093	-	268	569
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.44	17.54
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	95	-
HCM Lane V/C Ratio	0.181	-	-	0.024	-
HCM Control Delay (s/veh)	17.5	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	360	384	106	102	93
Future Volume (vph)	94	360	384	106	102	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971		0.936	
Flt Protected		0.990			0.974	
Satd. Flow (prot)	0	1844	1809	0	1698	0
Flt Permitted		0.990			0.974	
Satd. Flow (perm)	0	1844	1809	0	1698	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1412	1660		1076	
Travel Time (s)		27.5	32.3		24.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	391	417	115	111	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	493	532	0	212	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	360	384	106	102	93
Future Vol, veh/h	94	360	384	106	102	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	391	417	115	111	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	1071	475
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	596	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1035	-	-	-	245	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	214	590
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.83	0	39.22
HCM LOS			E

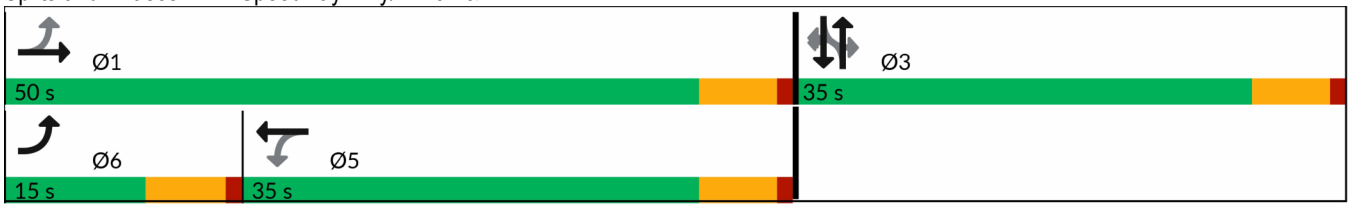
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	373	-	-	-	307
HCM Lane V/C Ratio	0.099	-	-	-	0.69
HCM Control Delay (s/veh)	8.9	0	-	-	39.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	376	5	5	368	870	8	23	7	728	45	141
Future Volume (vph)	105	376	5	5	368	870	8	23	7	728	45	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.976				0.850
Flt Protected	0.950				0.999			0.990			0.955	
Satd. Flow (prot)	1641	1819	0	0	1792	1553	0	1629	0	0	1730	1538
Flt Permitted	0.238				0.993			0.555			0.710	
Satd. Flow (perm)	411	1819	0	0	1781	1553	0	913	0	0	1286	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				897		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1660			466			147			1087	
Travel Time (s)		32.3			9.1			3.3			13.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	25%	0%	6%	4%	14%	11%	17%	5%	3%	5%
Adj. Flow (vph)	108	388	5	5	379	897	8	24	7	751	46	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	393	0	0	384	897	0	39	0	0	797	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	31.6	31.6			20.6	73.8		29.8			29.8	29.8
Actuated g/C Ratio	0.43	0.43			0.28	1.00		0.40			0.40	0.40
v/c Ratio	0.34	0.50			0.77	0.57		0.10			1.53	0.20
Control Delay (s/veh)	14.4	16.6			36.4	1.5		16.4			273.8	6.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	14.4	16.6			36.4	1.5		16.4			273.8	6.9
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		16.2			12.0			16.5			232.8	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 73.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay (s/veh): 88.1		Intersection LOS: F	
Intersection Capacity Utilization 104.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1064	6	20	1264	1	11
Future Volume (vph)	1064	6	20	1264	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.876	
Flt Protected				0.999	0.996	
Satd. Flow (prot)	1808	0	0	3431	1658	0
Flt Permitted				0.999	0.996	
Satd. Flow (perm)	1808	0	0	3431	1658	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	13%	5%	0%	0%
Adj. Flow (vph)	1097	6	21	1303	1	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1103	0	0	1324	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

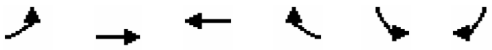
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1064	6	20	1264	1	11
Future Vol, veh/h	1064	6	20	1264	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	13	5	0	0
Mvmt Flow	1097	6	21	1303	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1103	0	1793	1100
Stage 1	-	-	-	-	1100	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	581	-	81	260
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	581	-	77	260
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.78	22.58
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	56	-
HCM Lane V/C Ratio	0.057	-	-	0.035	-
HCM Control Delay (s/veh)	22.6	-	-	11.4	0.6
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1074	1282	5	1	2
Future Volume (vph)	1	1074	1282	5	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.910	
Flt Protected					0.984	
Satd. Flow (prot)	0	1776	3403	0	1701	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1776	3403	0	1701	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	1	1131	1349	5	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1132	1354	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

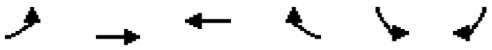
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1074	1282	5	1	2
Future Vol, veh/h	1	1074	1282	5	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	1	1131	1349	5	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1355	0	-	0	2485	677
Stage 1	-	-	-	-	1352	-
Stage 2	-	-	-	-	1133	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	514	-	-	-	29	400
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	514	-	-	-	29	400
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	310	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	55.19
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	75
HCM Lane V/C Ratio	0.002	-	-	-	0.042
HCM Control Delay (s/veh)	12	0	-	-	55.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1075	1233	0	10	53
Future Volume (vph)	0	1075	1233	0	10	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	4848	3374	0	1642	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	4848	3374	0	1642	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	0	1120	1284	0	10	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1120	1284	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

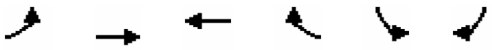
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1075	1233	0	10	53
Future Vol, veh/h	0	1075	1233	0	10	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	2
Mvmt Flow	0	1120	1284	0	10	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1732	642
Stage 1	-	-	-	-	1284	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	-	-	-	-	6.25	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	0	-	-	0	103	417
Stage 1	0	-	-	0	223	-
Stage 2	0	-	-	0	582	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	103	417
Mov Cap-2 Maneuver	-	-	-	-	103	-
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	582	-

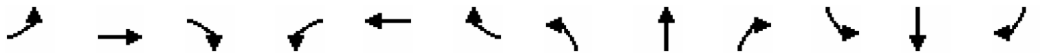
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	21.64
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	281
HCM Lane V/C Ratio	-	-	0.233
HCM Control Delay (s/veh)	-	-	21.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.9



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	1068	1234	42	0	0
Future Volume (vph)	16	1068	1234	42	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.999				
Satd. Flow (prot)	0	4848	3364	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4848	3364	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	17	1113	1285	44	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1130	1329	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.8%		ICU Level of Service A	
Analysis Period (min) 15			

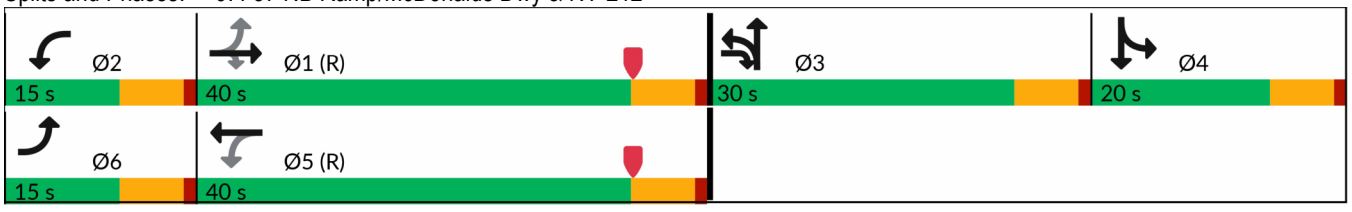


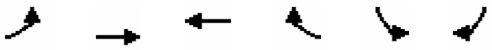
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	643	411	85	796	59	468	5	95	36	14	12
Future Volume (vph)	14	643	411	85	796	59	468	5	95	36	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.949			0.930	
Flt Protected	0.950			0.950			0.950	0.969		0.950		
Satd. Flow (prot)	1805	1792	1509	1612	3322	0	1633	1598	0	1805	1767	0
Flt Permitted	0.242			0.120			0.950	0.969		0.950		
Satd. Flow (perm)	460	1792	1509	204	3322	0	1633	1598	0	1805	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			442		8			23			13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	7%	12%	8%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	15	691	442	91	856	63	503	5	102	39	15	13
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	15	691	442	91	919	0	312	298	0	39	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	52.3	48.2	78.4	58.2	54.7		23.0	23.0		6.9	6.9	
Actuated g/C Ratio	0.50	0.46	0.75	0.55	0.52		0.22	0.22		0.07	0.07	
v/c Ratio	0.05	0.83	0.35	0.43	0.52		0.87	0.80		0.33	0.21	
Control Delay (s/veh)	13.0	39.6	1.5	16.7	13.4		64.5	53.7		53.6	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.0	39.6	1.5	16.7	13.9		64.5	53.7		53.6	34.0	
LOS	B	D	A	B	B		E	D		D	C	
Approach Delay (s/veh)		24.6			14.2			59.3			45.5	
Approach LOS		C			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 28.8		Intersection LOS: C	
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	774	933	0	3	8
Future Volume (vph)	0	774	933	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	0	1776	4848	0	1692	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1776	4848	0	1692	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	806	972	0	3	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	806	972	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

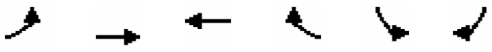
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	774	933	0	3	8
Future Vol, veh/h	0	774	933	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	0	806	972	0	3	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1778	486
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	107	455
Stage 1	0	-	-	0	261	-
Stage 2	0	-	-	0	431	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	107	455
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.65
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	242
HCM Lane V/C Ratio	-	-	0.047
HCM Control Delay (s/veh)	-	-	20.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	774	933	6	0	0
Future Volume (vph)	3	774	933	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1776	3372	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1776	3372	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	3	806	972	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	809	978	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

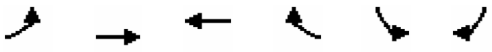
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	774	933	6	0	0
Future Vol, veh/h	3	774	933	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	3	806	972	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	978	0	-	0	1788	489
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	813	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	714	-	-	-	82	530
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	714	-	-	-	81	530
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	10.1	0	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	758	909	7	2	29
Future Volume (vph)	16	758	909	7	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.873	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	4836	3364	0	1446	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	4836	3364	0	1446	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	7%	7%	33%	50%	12%
Adj. Flow (vph)	17	790	947	7	2	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	807	954	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	758	909	7	2	29
Future Vol, veh/h	16	758	909	7	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	14	7	7	33	50	12
Mvmt Flow	17	790	947	7	2	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	954	0	-	0	1300	477
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	4.38	-	-	-	7.25	7.14
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	2.34	-	-	-	4.15	3.42
Pot Cap-1 Maneuver	647	-	-	-	122	508
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	647	-	-	-	118	508
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.52	0	14.3
HCM LOS			B

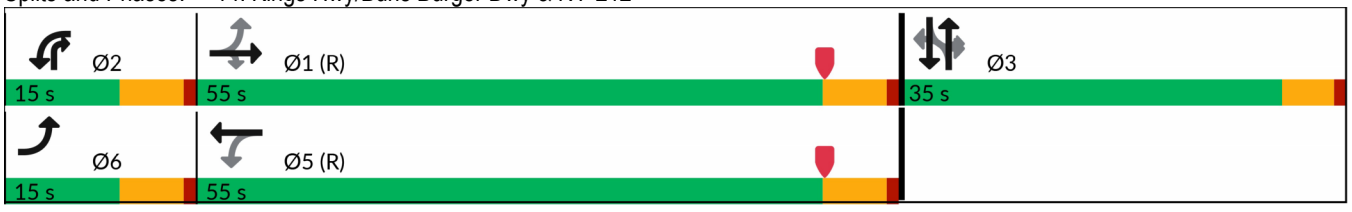
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	419
HCM Lane V/C Ratio	0.026	-	-	-	0.077
HCM Control Delay (s/veh)	10.7	0.3	-	-	14.3
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	519	236	59	591	7	322	1	67	7	2	1
Future Volume (vph)	5	519	236	59	591	7	322	1	67	7	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.986	
Flt Protected	0.950				0.996			0.953			0.966	
Satd. Flow (prot)	1805	1845	1538	0	3393	0	0	1725	1583	0	1810	0
Flt Permitted	0.392				0.799			0.720			0.822	
Satd. Flow (perm)	745	1845	1538	0	2722	0	0	1303	1583	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246		2				69		1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	14%	5%	0%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	5	541	246	61	616	7	335	1	70	7	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	541	246	0	684	0	0	336	70	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	60.5	56.8	56.8		64.0			28.8	38.3		28.8	
Actuated g/C Ratio	0.58	0.54	0.54		0.61			0.27	0.36		0.27	
v/c Ratio	0.01	0.54	0.26		0.40			0.94	0.11		0.02	
Control Delay (s/veh)	10.2	14.3	2.9		7.4			73.2	5.8		26.0	
Queue Delay	0.0	0.7	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	10.2	15.1	2.9		7.7			73.2	5.8		26.0	
LOS	B	B	A		A			E	A		C	
Approach Delay (s/veh)		11.3			7.8			61.7			26.0	
Approach LOS		B			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 20.9		Intersection LOS: C	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	586	7	11	652	5	9
Future Volume (vph)	586	7	11	652	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.910	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	3466	0	0	3400	1701	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3466	0	0	3400	1701	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	10%	6%	0%	0%
Adj. Flow (vph)	623	7	12	694	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	630	0	0	706	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

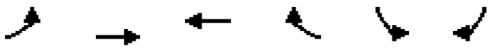
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	586	7	11	652	5	9
Future Vol, veh/h	586	7	11	652	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	10	6	0	0
Mvmt Flow	623	7	12	694	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	631	0	997	315
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.3	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	895	-	244	686
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	240	686
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	14.05
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	413	-	-	60	-
HCM Lane V/C Ratio	0.036	-	-	0.013	-
HCM Control Delay (s/veh)	14.1	-	-	9.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

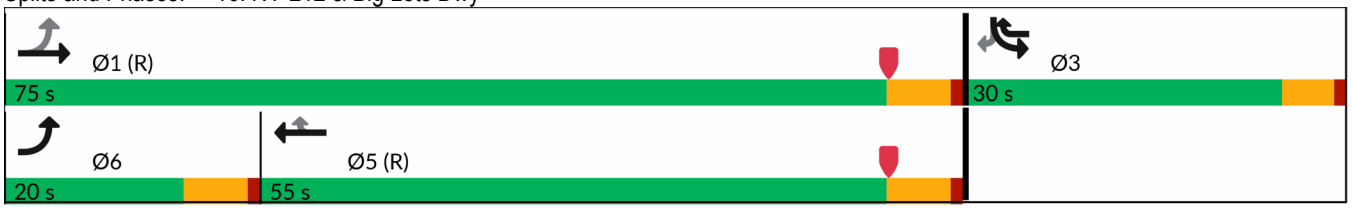


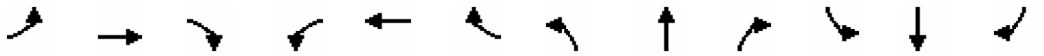
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	529	564	102	70	99
Future Volume (vph)	65	529	564	102	70	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1827	3438	1599	1805	1583
Flt Permitted	0.394				0.950	
Satd. Flow (perm)	720	1827	3438	1599	1805	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		104
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	5%	1%	0%	2%
Adj. Flow (vph)	68	557	594	107	74	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	557	594	107	74	104
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.3	85.3	76.0	91.7	8.7	8.7
Actuated g/C Ratio	0.81	0.81	0.72	0.87	0.08	0.08
v/c Ratio	0.10	0.37	0.23	0.07	0.49	0.46
Control Delay (s/veh)	2.6	3.0	5.8	0.4	56.5	15.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.3	5.8	0.4	56.5	15.5
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		3.3	5.0		32.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	594	5	26	663	1	3	1	82	1	0	0
Future Volume (vph)	0	594	5	26	663	1	3	1	82	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.871				
Flt Protected				0.950				0.998			0.950	
Satd. Flow (prot)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Flt Permitted				0.950				0.998			0.950	
Satd. Flow (perm)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	646	5	28	721	1	3	1	89	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	28	722	0	0	93	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	594	5	26	663	1	3	1	82	1	0	0
Future Vol, veh/h	0	594	5	26	663	1	3	1	82	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	4	6	0	0	0	4	0	0	0
Mvmt Flow	0	646	5	28	721	1	3	1	89	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	722	0	0	651	0	0	1426	1427	648	1424	1429	721
Stage 1	-	-	-	-	-	-	648	648	-	778	778	-
Stage 2	-	-	-	-	-	-	777	778	-	646	651	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	890	-	-	926	-	-	114	137	467	115	136	431
Stage 1	-	-	-	-	-	-	462	469	-	392	410	-
Stage 2	-	-	-	-	-	-	393	409	-	463	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	890	-	-	926	-	-	111	132	467	89	132	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	132	-	89	132	-
Stage 1	-	-	-	-	-	-	462	469	-	380	397	-
Stage 2	-	-	-	-	-	-	381	397	-	374	468	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.34	16.4	45.88
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	409	890	-	-	926	-	-	89
HCM Lane V/C Ratio	0.229	-	-	-	0.031	-	-	0.012
HCM Control Delay (s/veh)	16.4	0	-	-	9	-	-	45.9
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

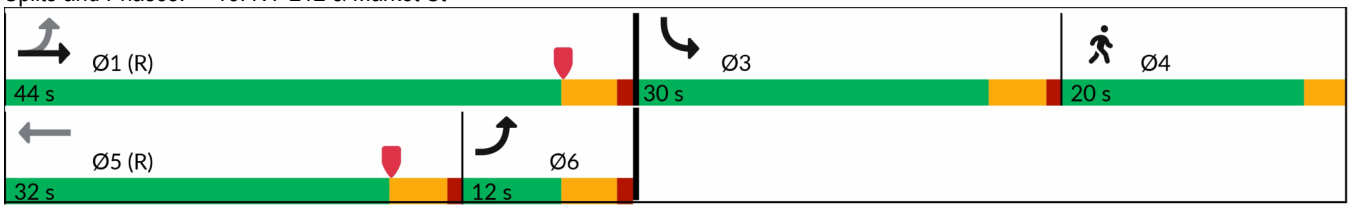


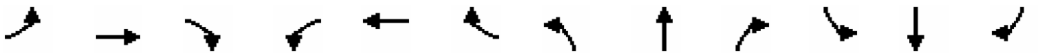
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	125	347	379	103	81	99	
Future Volume (vph)	125	347	379	103	81	99	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.971		0.926		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1671	1827	1749	0	1639	0	
Flt Permitted	0.394				0.978		
Satd. Flow (perm)	693	1827	1749	0	1639	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	8%	4%	7%	0%	5%	5%	
Adj. Flow (vph)	134	373	408	111	87	106	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	134	373	519	0	193	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	68.6	68.6	56.6		15.4		
Actuated g/C Ratio	0.73	0.73	0.60		0.16		
v/c Ratio	0.23	0.28	0.49		0.71		
Control Delay (s/veh)	6.4	5.5	13.5		51.6		
Queue Delay	0.0	0.0	1.6		0.0		
Total Delay (s/veh)	6.4	5.5	15.1		51.6		
LOS	A	A	B		D		
Approach Delay (s/veh)		5.8	15.2		51.7		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





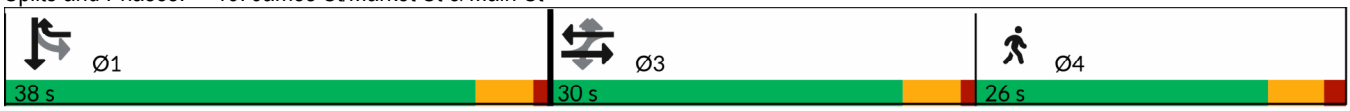
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	28	2	5	41	282	0	0	0	279	10	161
Future Volume (vph)	222	28	2	5	41	282	0	0	0	279	10	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.952	
Flt Protected		0.958			0.995						0.970	
Satd. Flow (prot)	0	1764	0	0	1841	1524	0	0	0	0	1712	0
Flt Permitted		0.716			0.967						0.970	
Satd. Flow (perm)	0	1318	0	0	1789	1524	0	0	0	0	1712	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	0%	0%	3%	6%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	244	31	2	5	45	310	0	0	0	307	11	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	50	310	0	0	0	0	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.5			18.5	52.9					23.9	
Actuated g/C Ratio		0.35			0.35	1.00					0.45	
v/c Ratio		0.60			0.08	0.20					0.64	
Control Delay (s/veh)		21.9			13.5	0.3					16.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		21.9			13.5	0.3					16.1	
LOS		C			B	A					B	
Approach Delay (s/veh)		22.0			2.1						16.1	
Approach LOS		C			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 52.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

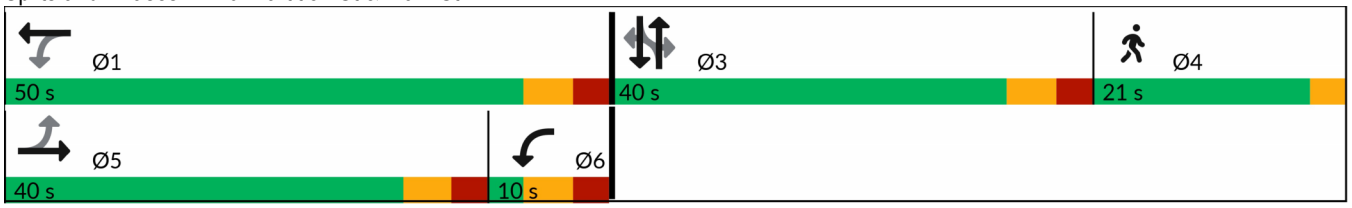
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	105	191	128	153	7	156	48	90	7	50	17
Future Volume (vph)	11	105	191	128	153	7	156	48	90	7	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916			0.997			0.959			0.969	
Flt Protected		0.998			0.978			0.974			0.995	
Satd. Flow (prot)	0	1701	0	0	1774	0	0	1700	0	0	1803	0
Flt Permitted		0.983			0.701			0.790			0.957	
Satd. Flow (perm)	0	1676	0	0	1272	0	0	1379	0	0	1734	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	1%	4%	5%	0%	6%	0%	4%	0%	0%	7%
Adj. Flow (vph)	12	115	210	141	168	8	171	53	99	8	55	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	317	0	0	323	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.3			26.3			23.8			23.8	
Actuated g/C Ratio		0.40			0.40			0.37			0.37	
v/c Ratio		0.49			0.61			0.64			0.12	
Control Delay (s/veh)		17.8			22.0			25.6			16.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		17.8			22.0			25.6			16.4	
LOS		B			C			C			B	
Approach Delay (s/veh)		17.9			22.1			25.7			16.4	
Approach LOS		B			C			C			B	

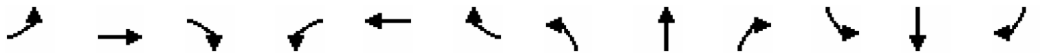
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 65.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 21.4		Intersection LOS: C	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

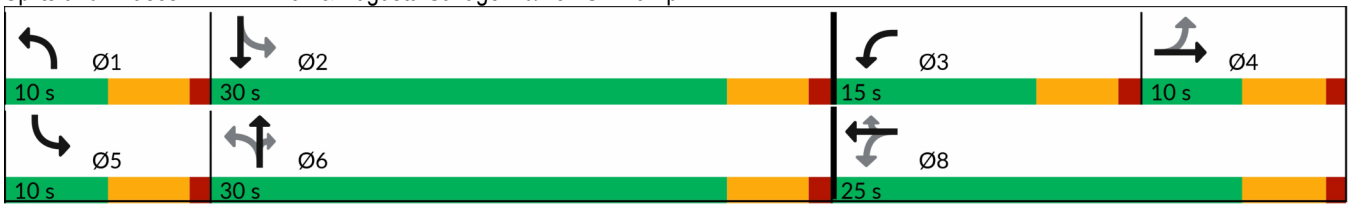


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	208	313	130	261	87	284	621	94	210	472	192
Future Volume (vph)	205	208	313	130	261	87	284	621	94	210	472	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942				0.850			0.850		0.957	
Flt Protected		0.986			0.984		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1827	1455	1805	1810	1455	1687	1768	0
Flt Permitted		0.443			0.556		0.160			0.160		
Satd. Flow (perm)	0	793	0	0	1032	1455	304	1810	1455	284	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				117			201		37	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	0%	11%	0%	5%	11%	7%	4%	0%
Adj. Flow (vph)	216	219	329	137	275	92	299	654	99	221	497	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	764	0	0	412	92	299	654	99	221	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.0			20.0	20.0	30.0	25.0	25.0	30.0	25.0	
Actuated g/C Ratio		0.31			0.31	0.31	0.46	0.38	0.38	0.46	0.38	
v/c Ratio		2.77			1.29	0.17	1.17	0.93	0.14	0.92	0.99	
Control Delay (s/veh)		826.5			181.2	3.5	129.4	44.2	0.4	58.0	55.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		826.5			181.2	3.5	129.4	44.2	0.4	58.0	55.1	
LOS		F			F	A	F	D	A	E	E	
Approach Delay (s/veh)		826.5			148.8			64.4			55.8	
Approach LOS		F			F			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.78			
Intersection Signal Delay (s/veh): 254.8		Intersection LOS: F	
Intersection Capacity Utilization 131.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	0	912	865	3
Future Volume (vph)	1	10	0	912	865	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876					
Flt Protected	0.996					
Satd. Flow (prot)	1658	0	1900	1845	1845	0
Flt Permitted	0.996					
Satd. Flow (perm)	1658	0	1900	1845	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1344	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	1	11	0	981	930	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	981	933	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	0	912	865	3
Future Vol, veh/h	1	10	0	912	865	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	1	11	0	981	930	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1912	932	933	0	-	0
Stage 1	932	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	76	326	742	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	76	326	742	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	367	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.08	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	251	-	-
HCM Lane V/C Ratio	-	-	0.047	-	-
HCM Control Delay (s/veh)	0	-	20.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	191	207	707	677	52
Future Volume (vph)	71	191	207	707	677	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.990	
Flt Protected	0.987			0.989		
Satd. Flow (prot)	1657	0	0	1842	1844	0
Flt Permitted	0.987			0.989		
Satd. Flow (perm)	1657	0	0	1842	1844	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	781			1344	1276	
Travel Time (s)	17.8			16.7	15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	208	225	768	736	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	0	0	993	793	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 113.1%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	118

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	191	207	707	677	52
Future Vol, veh/h	71	191	207	707	677	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	208	225	768	736	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1983	764	792	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 67	404	828	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 36	404	828	-	-	-
Mov Cap-2 Maneuver	~ 36	-	-	-	-	-
Stage 1	242	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$849.27	2.48	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	408	-	106	-	-
HCM Lane V/C Ratio	0.272	-	2.688	-	-
HCM Control Delay (s/veh)	11	0	$ 849.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.1	-	26.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	3	775	723	2
Future Volume (vph)	1	5	3	775	723	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992					
Satd. Flow (prot)	1384	0	0	1845	1827	0
Flt Permitted	0.992					
Satd. Flow (perm)	1384	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1276	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	25%	0%	3%	4%	0%
Adj. Flow (vph)	1	5	3	807	753	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	810	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

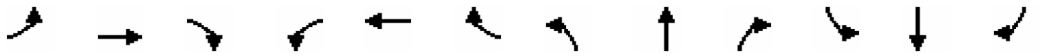
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	3	775	723	2
Future Vol, veh/h	1	5	3	775	723	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	25	0	3	4	0
Mvmt Flow	1	5	3	807	753	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	754	755	0	-	0
Stage 1	754	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	123	374	864	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	374	864	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.21	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	279	-	-
HCM Lane V/C Ratio	0.004	-	0.022	-	-
HCM Control Delay (s/veh)	9.2	0	18.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	7	56	10	46	22	707	46	44	664	3
Future Volume (vph)	0	14	7	56	10	46	22	707	46	44	664	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.944			0.992			0.999	
Flt Protected					0.976			0.999			0.997	
Satd. Flow (prot)	0	1551	0	0	1664	0	0	1775	0	0	1795	0
Flt Permitted					0.976			0.999			0.997	
Satd. Flow (perm)	0	1551	0	0	1664	0	0	1775	0	0	1795	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	17%	17%	6%	11%	3%	0%	6%	10%	12%	5%	0%
Adj. Flow (vph)	0	16	8	62	11	51	24	786	51	49	738	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	124	0	0	861	0	0	790	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	30.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	7	56	10	46	22	707	46	44	664	3
Future Vol, veh/h	0	14	7	56	10	46	22	707	46	44	664	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	17	17	6	11	3	0	6	10	12	5	0
Mvmt Flow	0	16	8	62	11	51	24	786	51	49	738	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1677	1723	739	1703	1699	811	741	0	0	837	0	0
Stage 1	837	837	-	860	860	-	-	-	-	-	-	-
Stage 2	840	886	-	843	839	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	6.37	7.16	6.61	6.23	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	3.453	3.554	4.099	3.327	2.2	-	-	2.308	-	-
Pot Cap-1 Maneuver	76	82	393	71	88	378	875	-	-	756	-	-
Stage 1	364	362	-	345	361	-	-	-	-	-	-	-
Stage 2	363	343	-	353	369	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	69	393	~ 47	74	378	875	-	-	756	-	-
Mov Cap-2 Maneuver	48	69	-	~ 47	74	-	-	-	-	-	-	-
Stage 1	324	322	-	327	342	-	-	-	-	-	-	-
Stage 2	287	325	-	293	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	54.57	$ 418.61	0.26	0.62
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	50	-	-	95	77	111	-	-
HCM Lane V/C Ratio	0.028	-	-	0.245	1.611	0.065	-	-
HCM Control Delay (s/veh)	9.2	0	-	54.6	$ 418.6	10.1	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	10.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	0	591	161	0	550
Future Volume (vph)	160	0	591	161	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	1807	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	1807	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	1%	6%	0%	3%
Adj. Flow (vph)	172	0	635	173	0	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	0	808	0	0	591
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

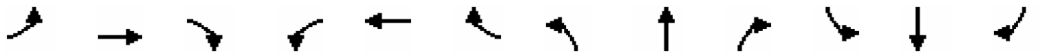
Intersection	
Int Delay, s/veh	13.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	0	591	161	0	550
Future Vol, veh/h	160	0	591	161	0	550
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	1	6	0	3
Mvmt Flow	172	0	635	173	0	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1313	722	0	0	809	0
Stage 1	722	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	174	430	-	-	826	-
Stage 1	479	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	430	-	-	826	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.62	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	826	-
HCM Lane V/C Ratio	-	-	0.99	-	-
HCM Control Delay (s/veh)	-	-	119.6	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	7.9	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1	86	1	589	1	61	549	1
Future Volume (vph)	0	0	0	1	1	86	1	589	1	61	549	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868							
Flt Protected					0.999						0.995	
Satd. Flow (prot)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Flt Permitted					0.999						0.995	
Satd. Flow (perm)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	2%	0%	7%	3%	0%
Adj. Flow (vph)	0	0	0	1	1	89	1	607	1	63	566	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	91	0	0	609	0	0	630	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	1	86	1	589	1	61	549	1
Future Vol, veh/h	0	0	0	1	1	86	1	589	1	61	549	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	7	3	0
Mvmt Flow	0	0	0	1	1	89	1	607	1	63	566	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1302	1303	566	1302	1303	608	567	0	0	608	0	0
Stage 1	692	692	-	610	610	-	-	-	-	-	-	-
Stage 2	610	610	-	692	693	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.27	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.363	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	139	162	527	139	162	487	1015	-	-	946	-	-
Stage 1	437	448	-	485	488	-	-	-	-	-	-	-
Stage 2	485	488	-	438	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	146	527	125	146	487	1015	-	-	946	-	-
Mov Cap-2 Maneuver	102	146	-	125	146	-	-	-	-	-	-	-
Stage 1	395	405	-	484	487	-	-	-	-	-	-	-
Stage 2	395	487	-	395	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	14.75	0.01	0.91
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	-	460	180	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.197	0.066	-	-
HCM Control Delay (s/veh)	8.6	0	-	0	14.7	9.1	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	9	68	26	6	49
Future Volume (vph)	16	9	68	26	6	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953		0.963			
Flt Protected	0.968					0.995
Satd. Flow (prot)	1593	0	1741	0	0	1810
Flt Permitted	0.968					0.995
Satd. Flow (perm)	1593	0	1741	0	0	1810
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	29%	7%	0%	0%	5%
Adj. Flow (vph)	17	9	71	27	6	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	98	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

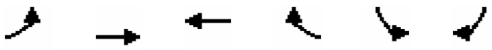
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	9	68	26	6	49
Future Vol, veh/h	16	9	68	26	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	29	7	0	0	5
Mvmt Flow	17	9	71	27	6	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	148	84	0	0	98	0
Stage 1	84	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.49	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	-	-	2.2	-
Pot Cap-1 Maneuver	849	905	-	-	1508	-
Stage 1	944	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	905	-	-	1508	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.29	0	0.81
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	196	-
HCM Lane V/C Ratio	-	-	0.03	0.004	-
HCM Control Delay (s/veh)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	450	472	5	3	3
Future Volume (vph)	5	450	472	5	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1861	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		676	1412		875	
Travel Time (s)		13.2	59.6		19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	513	5	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	494	518	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	450	472	5	3	3
Future Vol, veh/h	5	450	472	5	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	489	513	5	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	518	0	-	0	1016	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	500	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1048	-	-	-	264	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	262	559
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	15.28
HCM LOS			C

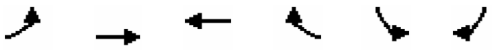
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	20	-	-	-	357
HCM Lane V/C Ratio	0.005	-	-	-	0.018
HCM Control Delay (s/veh)	8.5	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	7.7	7.2	0.9	0.5	3.4
Stop Delay (hr)	0.0	0.9	0.1	0.0	1.0
Stop Del/Veh (s)	6.7	5.3	0.2	0.2	2.3

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	43	69	36	17	50
Average Queue (ft)	8	53	4	1	6
95th Queue (ft)	32	61	22	10	27
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	1	44	0	0	0
Queuing Penalty (veh)	2	161	0	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	284	309	160	81	37
Future Volume (vph)	50	284	309	160	81	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1847	1806	0	1787	1509
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1847	1806	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	54	309	336	174	88	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	510	0	88	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

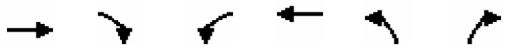
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	284	309	160	81	37
Future Vol, veh/h	50	284	309	160	81	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	54	309	336	174	88	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	840	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1050	-	-	-	337	620
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	316	620
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.29	0	17.76
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	269	-	-	-	316	620
HCM Lane V/C Ratio	0.052	-	-	-	0.279	0.065
HCM Control Delay (s/veh)	8.6	0	-	-	20.8	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	390	16	33	479	36	31
Future Volume (vph)	390	16	33	479	36	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.938	
Flt Protected				0.997	0.974	
Satd. Flow (prot)	1867	0	0	1860	1631	0
Flt Permitted				0.997	0.974	
Satd. Flow (perm)	1867	0	0	1860	1631	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	433	18	37	532	40	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	0	0	569	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

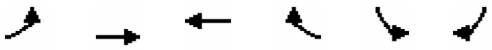
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	16	33	479	36	31
Future Vol, veh/h	390	16	33	479	36	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	433	18	37	532	40	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	1048	442
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1049	-	255	591
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1049	-	242	591
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	116	-
HCM Lane V/C Ratio	0.224	-	-	0.035	-
HCM Control Delay (s/veh)	18.9	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	105	315	409	121	113	104
Future Volume (vph)	105	315	409	121	113	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969		0.935	
Flt Protected		0.988			0.975	
Satd. Flow (prot)	0	1840	1805	0	1698	0
Flt Permitted		0.988			0.975	
Satd. Flow (perm)	0	1840	1805	0	1698	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1357	1709		857	
Travel Time (s)		26.4	33.3		19.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	342	445	132	123	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	456	577	0	236	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	315	409	121	113	104
Future Vol, veh/h	105	315	409	121	113	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	342	445	132	123	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	576	0	-	0	1081	510
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	997	-	-	-	241	563
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	997	-	-	-	207	563
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.27	0	51.27
HCM LOS			F

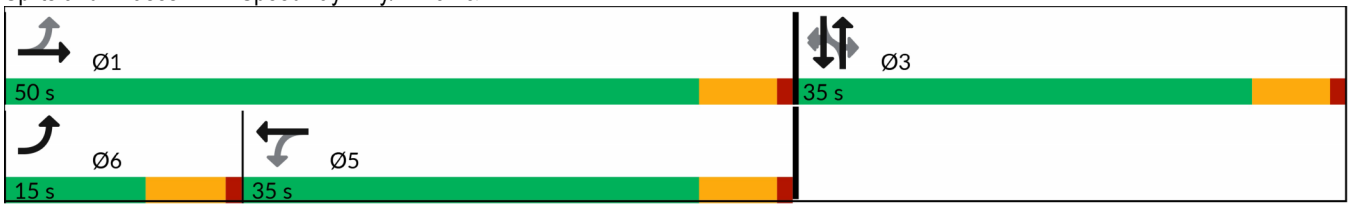
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	-	-	297
HCM Lane V/C Ratio	0.114	-	-	-	0.794
HCM Control Delay (s/veh)	9.1	0	-	-	51.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	6.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	338	10	2	399	1076	7	24	7	685	28	135
Future Volume (vph)	104	338	10	2	399	1076	7	24	7	685	28	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.974				0.850
Flt Protected	0.950							0.991			0.954	
Satd. Flow (prot)	1736	1874	0	0	1863	1583	0	1834	0	0	1762	1615
Flt Permitted	0.194				0.998			0.568			0.703	
Satd. Flow (perm)	354	1874	0	0	1859	1583	0	1051	0	0	1298	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				901		8				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1709			466			147			1087	
Travel Time (s)		33.3			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	113	367	11	2	434	1170	8	26	8	745	30	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	378	0	0	436	1170	0	42	0	0	775	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	33.2	33.2			22.1	75.4		29.9			29.9	29.9
Actuated g/C Ratio	0.44	0.44			0.29	1.00		0.40			0.40	0.40
v/c Ratio	0.36	0.45			0.80	0.73		0.09			1.50	0.20
Control Delay (s/veh)	14.5	15.4			37.0	3.1		16.5			263.3	7.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	14.5	15.4			37.0	3.1		16.5			263.3	7.1
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.3			12.3			16.6			222.5	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 75.4			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay (s/veh): 76.2		Intersection LOS: E	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1065	5	20	1520	1	13
Future Volume (vph)	1065	5	20	1520	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3534	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3534	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	1145	5	22	1634	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1150	0	0	1656	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

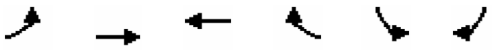
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1065	5	20	1520	1	13
Future Vol, veh/h	1065	5	20	1520	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	1145	5	22	1634	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1151	0	2008	1148
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	860	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	587	-	59	244
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	587	-	55	244
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	354	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.88	24.88
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	-	-	47	-
HCM Lane V/C Ratio	0.077	-	-	0.037	-
HCM Control Delay (s/veh)	24.9	-	-	11.4	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	1075	1537	4	3	2
Future Volume (vph)	3	1075	1537	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3539	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3539	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	1156	1653	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1159	1657	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

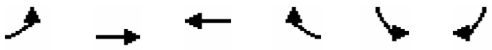
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1075	1537	4	3	2
Future Vol, veh/h	3	1075	1537	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1156	1653	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1657	0	-	0	2817	828
Stage 1	-	-	-	-	1655	-
Stage 2	-	-	-	-	1162	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	394	-	-	-	17	318
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	394	-	-	-	17	318
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	168.37
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	27
HCM Lane V/C Ratio	0.008	-	-	-	0.199
HCM Control Delay (s/veh)	14.2	0	-	-	168.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	1077	1479	0	11	62
Future Volume (vph)	0	1077	1479	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	1158	1590	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1158	1590	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

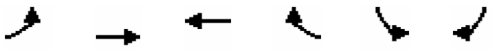
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1077	1479	0	11	62
Future Vol, veh/h	0	1077	1479	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	1158	1590	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2054	795
Stage 1	-	-	-	-	1590	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	66	335
Stage 1	0	-	-	0	153	-
Stage 2	0	-	-	0	571	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	66	335
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	571	-

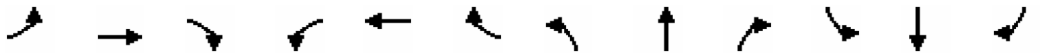
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	32.44
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	208
HCM Lane V/C Ratio	-	-	0.377
HCM Control Delay (s/veh)	-	-	32.4
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1076	1479	45	0	0
Future Volume (vph)	12	1076	1479	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected		0.999				
Satd. Flow (prot)	0	5081	3527	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5081	3527	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	1157	1590	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1170	1638	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

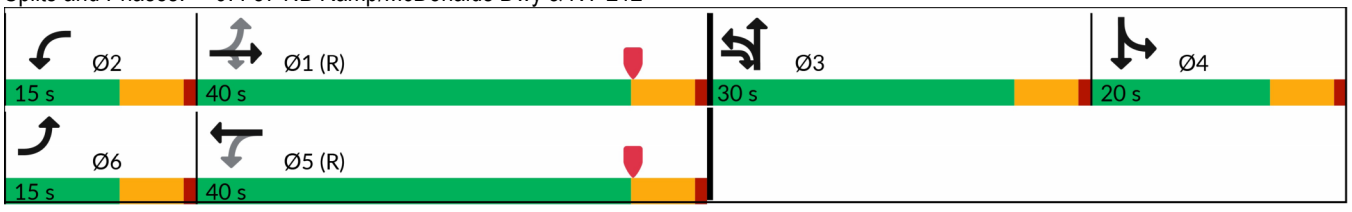


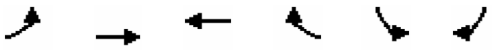
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	620	431	92	851	44	644	26	119	36	13	29
Future Volume (vph)	26	620	431	92	851	44	644	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.954			0.897	
Flt Protected	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3518	0	1665	1630	0	1752	1704	0
Flt Permitted	0.211			0.140			0.950	0.970		0.950		
Satd. Flow (perm)	401	1863	1615	256	3518	0	1665	1630	0	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			459		5			20			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	660	459	98	905	47	685	28	127	38	14	31
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	28	660	459	98	952	0	425	415	0	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	51.7	47.3	78.5	56.2	51.2		24.0	24.0		6.9	6.9	
Actuated g/C Ratio	0.49	0.45	0.75	0.54	0.49		0.23	0.23		0.07	0.07	
v/c Ratio	0.10	0.78	0.34	0.41	0.55		1.11	1.06		0.33	0.32	
Control Delay (s/veh)	13.5	35.8	1.4	16.0	22.9		120.9	103.5		53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.5	35.8	1.4	16.0	23.2		120.9	103.5		53.9	28.3	
LOS	B	D	A	B	C		F	F		D	C	
Approach Delay (s/veh)		21.5			22.6			112.3			40.1	
Approach LOS		C			C			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay (s/veh): 46.8		Intersection LOS: D	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	774	977	0	2	9
Future Volume (vph)	0	774	977	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	806	1018	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	806	1018	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

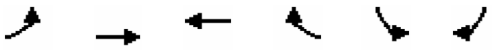
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	774	977	0	2	9
Future Vol, veh/h	0	774	977	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	806	1018	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1824	509
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	101	440
Stage 1	0	-	-	0	245	-
Stage 2	0	-	-	0	431	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	101	440
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.75
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	273
HCM Lane V/C Ratio	-	-	0.042
HCM Control Delay (s/veh)	-	-	18.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	774	977	13	1	0
Future Volume (vph)	2	774	977	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	806	1018	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	808	1032	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

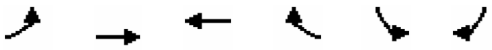
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	774	977	13	1	0
Future Vol, veh/h	2	774	977	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	806	1018	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1031	0	-	0	1835	516
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	810	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	682	-	-	-	76	510
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	76	510
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	53.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	76
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s/veh)	10.3	0	-	-	53.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	761	948	8	4	42
Future Volume (vph)	14	761	948	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5075	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5075	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	793	988	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	808	996	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

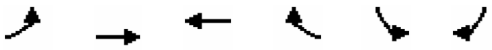
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	761	948	8	4	42
Future Vol, veh/h	14	761	948	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	793	988	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	996	0	-	0	1338	498
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	655	-	-	-	142	497
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	655	-	-	-	139	497
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	15.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	406
HCM Lane V/C Ratio	0.022	-	-	-	0.118
HCM Control Delay (s/veh)	10.6	0.3	-	-	15.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	764	948	0	0	8
Future Volume (vph)	0	764	948	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	804	998	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	804	998	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

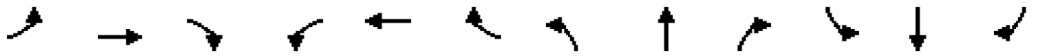
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	764	948	0	0	8
Future Vol, veh/h	0	764	948	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	804	998	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	499
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	522
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	522
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s/veh)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

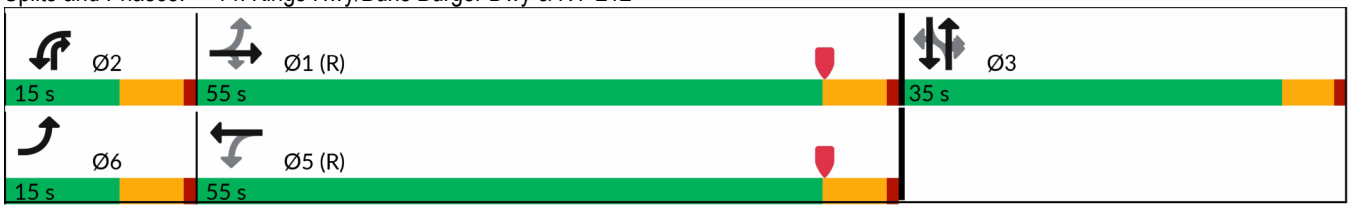


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	544	214	65	598	2	347	3	70	2	4	2
Future Volume (vph)	7	544	214	65	598	2	347	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3481	0	0	1742	1568	0	1813	0
Flt Permitted	0.386				0.751			0.723			0.939	
Satd. Flow (perm)	733	1881	1538	0	2627	0	0	1321	1568	0	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225						66		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	573	225	68	629	2	365	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	573	225	0	699	0	0	368	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	59.3	55.5	55.5		62.7			30.0	39.6		30.0	
Actuated g/C Ratio	0.56	0.53	0.53		0.60			0.29	0.38		0.29	
v/c Ratio	0.01	0.57	0.24		0.43			0.97	0.11		0.01	
Control Delay (s/veh)	8.0	12.2	1.7		8.1			79.3	6.9		24.1	
Queue Delay	0.0	0.7	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	8.0	13.0	1.7		8.4			79.3	6.9		24.1	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		9.8			8.4			67.2			24.1	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 22.4		Intersection LOS: C	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	613	3	12	657	9	12
Future Volume (vph)	613	3	12	657	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	639	3	13	684	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	642	0	0	697	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

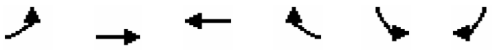
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	3	12	657	9	12
Future Vol, veh/h	613	3	12	657	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	639	3	13	684	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	642	0	1007	321
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	953	-	219	681
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	215	681
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	15.85
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	-	-	65	-
HCM Lane V/C Ratio	0.062	-	-	0.013	-
HCM Control Delay (s/veh)	15.9	-	-	8.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

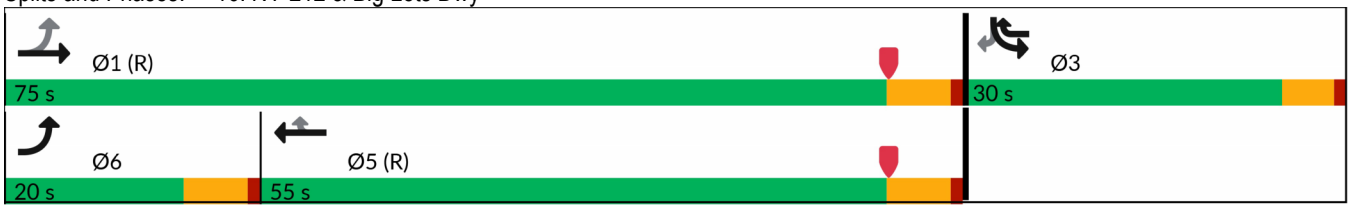


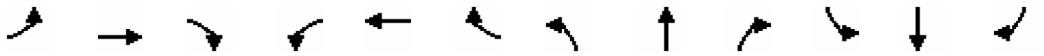
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	519	553	102	66	115
Future Volume (vph)	106	519	553	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.403				0.950	
Satd. Flow (perm)	751	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	535	570	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	535	570	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.16	0.35	0.22	0.07	0.47	0.50
Control Delay (s/veh)	2.3	2.4	6.1	0.4	56.4	15.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.3	2.8	6.1	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.8	5.3		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	580	5	32	651	2	3	0	69	1	0	1
Future Volume (vph)	0	580	5	32	651	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	667	6	37	748	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	37	750	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	580	5	32	651	2	3	0	69	1	0	1
Future Vol, veh/h	0	580	5	32	651	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	667	6	37	748	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	672	0	0	1491	1494	670	1490	1495	749
Stage 1	-	-	-	-	-	-	670	670	-	823	823	-
Stage 2	-	-	-	-	-	-	822	824	-	667	672	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	914	-	-	103	124	450	103	124	415
Stage 1	-	-	-	-	-	-	450	459	-	371	391	-
Stage 2	-	-	-	-	-	-	371	390	-	452	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	914	-	-	98	119	450	82	119	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	119	-	82	119	-
Stage 1	-	-	-	-	-	-	450	459	-	356	375	-
Stage 2	-	-	-	-	-	-	355	374	-	372	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.43	16.63	31.86
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	868	-	-	914	-	-	136
HCM Lane V/C Ratio	0.211	-	-	-	0.04	-	-	0.017
HCM Control Delay (s/veh)	16.6	0	-	-	9.1	-	-	31.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

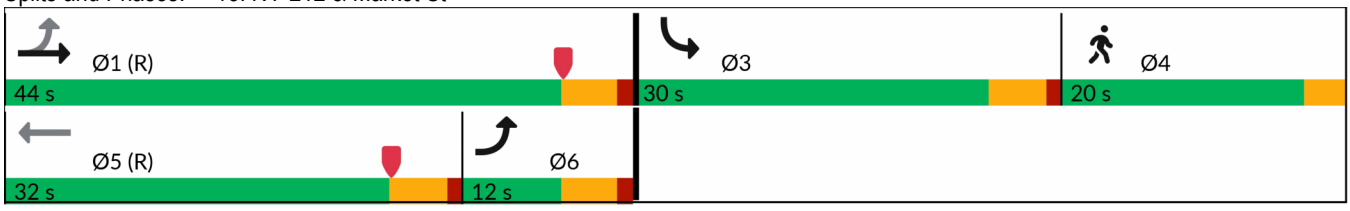


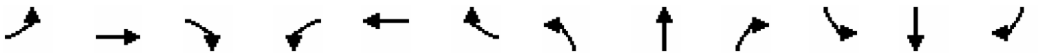
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	129	332	376	93	82	147	
Future Volume (vph)	129	332	376	93	82	147	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.913		
Flt Protected	0.950				0.982		
Satd. Flow (prot)	1687	1827	1761	0	1635	0	
Flt Permitted	0.408				0.982		
Satd. Flow (perm)	724	1827	1761	0	1635	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	133	342	388	96	85	152	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	133	342	484	0	237	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	66.1	66.1	54.1		17.9		
Actuated g/C Ratio	0.70	0.70	0.58		0.19		
v/c Ratio	0.22	0.26	0.47		0.76		
Control Delay (s/veh)	7.4	6.4	14.7		51.2		
Queue Delay	0.0	0.0	1.3		0.0		
Total Delay (s/veh)	7.4	6.4	16.1		51.2		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.8	16.2		51.2		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





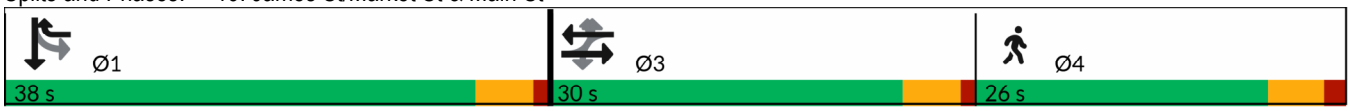
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	266	0	0	0	261	7	139
Future Volume (vph)	223	47	9	9	40	266	0	0	0	261	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.954	
Flt Protected		0.962			0.991						0.969	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1691	0
Flt Permitted		0.733			0.932						0.969	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1691	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	283	0	0	0	278	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	283	0	0	0	0	433	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.9			18.9	49.7					20.2	
Actuated g/C Ratio		0.38			0.38	1.00					0.41	
v/c Ratio		0.57			0.08	0.18					0.63	
Control Delay (s/veh)		18.9			11.9	0.2					16.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		18.9			11.9	0.2					16.9	
LOS		B			B	A					B	
Approach Delay (s/veh)		18.9			2.1						16.9	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 49.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

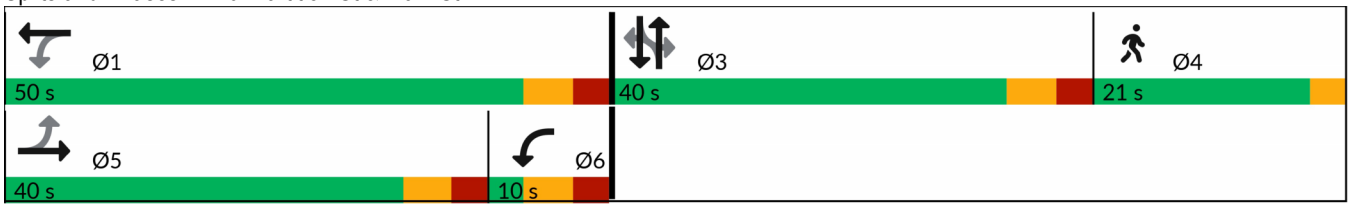
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	106	183	107	142	7	164	58	82	2	65	10
Future Volume (vph)	20	106	183	107	142	7	164	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.920			0.996			0.964			0.982	
Flt Protected		0.997			0.979			0.974			0.999	
Satd. Flow (prot)	0	1682	0	0	1732	0	0	1729	0	0	1864	0
Flt Permitted		0.965			0.728			0.787			0.991	
Satd. Flow (perm)	0	1628	0	0	1288	0	0	1397	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	112	193	113	149	7	173	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	0	0	269	0	0	320	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.4			20.4			21.5			21.5	
Actuated g/C Ratio		0.36			0.36			0.38			0.38	
v/c Ratio		0.55			0.58			0.60			0.11	
Control Delay (s/veh)		19.5			21.5			21.0			13.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.5			21.5			21.0			13.3	
LOS		B			C			C			B	
Approach Delay (s/veh)		19.6			21.5			21.1			13.4	
Approach LOS		B			C			C			B	

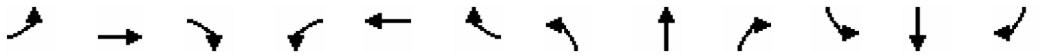
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

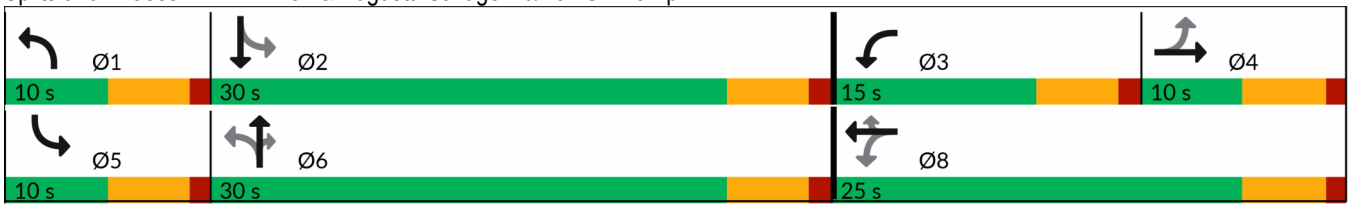


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	226	342	158	296	103	324	785	96	228	348	214
Future Volume (vph)	227	226	342	158	296	103	324	785	96	228	348	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942				0.850			0.850		0.943	
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1855	1495	1805	1863	1553	1736	1489	0
Flt Permitted		0.312			0.547		0.177			0.160		
Satd. Flow (perm)	0	558	0	0	1032	1495	336	1863	1553	292	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				117			201		55	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	241	240	364	168	315	110	345	835	102	243	370	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	845	0	0	483	110	345	835	102	243	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.0			20.0	20.0	30.0	25.0	25.0	30.0	25.0	
Actuated g/C Ratio		0.31			0.31	0.31	0.46	0.38	0.38	0.46	0.38	
v/c Ratio		4.18			1.52	0.20	1.28	1.16	0.14	0.99	0.98	
Control Delay (s/veh)		Error			274.7	4.6	172.8	112.5	0.4	73.0	55.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		Error			274.7	4.6	172.8	112.5	0.4	73.0	55.0	
LOS		F			F	A	F	F	A	E	E	
Approach Delay (s/veh)		1456.0			224.6			119.9			60.2	
Approach LOS		F			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 4.18			
Intersection Signal Delay (s/veh): 440.3		Intersection LOS: F	
Intersection Capacity Utilization 140.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	1094	790	0
Future Volume (vph)	0	9	14	1094	790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1396	
Travel Time (s)	7.8			9.5	17.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	1202	868	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	1202	868	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	1094	790	0
Future Vol, veh/h	0	9	14	1094	790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	1202	868	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2101	868	868	0	-	0
Stage 1	868	-	-	-	-	-
Stage 2	1233	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	58	355	751	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	751	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.44	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	751	-	355	-	-
HCM Lane V/C Ratio	0.02	-	0.028	-	-
HCM Control Delay (s/veh)	9.9	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	181	239	862	602	58
Future Volume (vph)	61	181	239	862	602	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.988	
Flt Protected	0.988			0.989		
Satd. Flow (prot)	1655	0	0	1842	1840	0
Flt Permitted	0.988			0.989		
Satd. Flow (perm)	1655	0	0	1842	1840	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	917			1396	1224	
Travel Time (s)	20.8			17.3	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	197	260	937	654	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	0	1197	717	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 118.3%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	159.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	181	239	862	602	58
Future Vol, veh/h	61	181	239	862	602	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	197	260	937	654	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2142	686	717	0	-	0
Stage 1	686	-	-	-	-	-
Stage 2	1457	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 54	448	884	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 21	448	884	-	-	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1308.39	2.34	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	391	-	72	-	-
HCM Lane V/C Ratio	0.294	-	3.641	-	-
HCM Control Delay (s/veh)	10.8	-	$ 1308.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.2	-	27.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	933	656	1
Future Volume (vph)	0	5	4	933	656	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1224	1997	
Travel Time (s)	14.8			15.2	24.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	1037	729	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1041	730	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

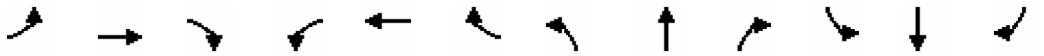
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	933	656	1
Future Vol, veh/h	0	5	4	933	656	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	1037	729	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1775	729	730	0	-	0
Stage 1	729	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	92	426	883	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	426	883	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.56	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	426	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	51	4	53	19	859	55	45	594	1
Future Volume (vph)	0	5	12	51	4	53	19	859	55	45	594	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.934			0.992				
Flt Protected					0.977			0.999			0.997	
Satd. Flow (prot)	0	1714	0	0	1618	0	0	1849	0	0	1857	0
Flt Permitted					0.977			0.999			0.997	
Satd. Flow (perm)	0	1714	0	0	1618	0	0	1849	0	0	1857	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	56	4	58	21	944	60	49	653	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	118	0	0	1025	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	23.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	12	51	4	53	19	859	55	45	594	1
Future Vol, veh/h	0	5	12	51	4	53	19	859	55	45	594	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	13	0	2	0	2	0	2	2	0
Mvmt Flow	0	5	13	56	4	58	21	944	60	49	653	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1740	1798	653	1770	1769	974	654	0	0	1004	0	0
Stage 1	752	752	-	1016	1016	-	-	-	-	-	-	-
Stage 2	988	1046	-	754	753	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	69	81	471	61	84	305	943	-	-	690	-	-
Stage 1	405	421	-	274	318	-	-	-	-	-	-	-
Stage 2	300	308	-	385	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	68	471	~ 46	71	305	943	-	-	690	-	-
Mov Cap-2 Maneuver	45	68	-	~ 46	71	-	-	-	-	-	-	-
Stage 1	360	373	-	260	302	-	-	-	-	-	-	-
Stage 2	227	292	-	327	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.47	$ 352.62	0.18	0.75
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	172	81	127	-	-
HCM Lane V/C Ratio	0.022	-	-	0.109	1.461	0.072	-	-
HCM Control Delay (s/veh)	8.9	0	-	28.5	$ 352.6	10.6	0	-
HCM Lane LOS	A	A	-	D	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	9.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	158	0	720	194	1	482
Future Volume (vph)	158	0	720	194	1	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1805	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1805	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	170	0	774	209	1	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	0	983	0	0	519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	16.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	158	0	720	194	1	482
Future Vol, veh/h	158	0	720	194	1	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	3	0	3
Mvmt Flow	170	0	774	209	1	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1399	878	0	0	983	0
Stage 1	878	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 155	350	-	-	711	-
Stage 1	406	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 155	350	-	-	711	-
Mov Cap-2 Maneuver	~ 155	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	60.17	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	155	4	-
HCM Lane V/C Ratio	-	-	1.099	0.002	-
HCM Control Delay (s/veh)	-	-	160.2	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	9	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	714	0	34	478	0
Future Volume (vph)	0	1	3	1	2	57	5	714	0	34	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.997	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Flt Permitted					0.999						0.997	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	802	0	38	537	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	808	0	0	575	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	714	0	34	478	0
Future Vol, veh/h	0	1	3	1	2	57	5	714	0	34	478	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	802	0	38	537	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1428	1427	537	1428	1427	802	537	0	0	802	0	0
Stage 1	613	613	-	813	813	-	-	-	-	-	-	-
Stage 2	815	813	-	614	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	114	136	548	114	136	384	1041	-	-	775	-	-
Stage 1	483	486	-	375	395	-	-	-	-	-	-	-
Stage 2	375	395	-	483	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	86	126	548	103	126	384	1041	-	-	775	-	-
Mov Cap-2 Maneuver	86	126	-	103	126	-	-	-	-	-	-	-
Stage 1	449	452	-	371	391	-	-	-	-	-	-	-
Stage 2	307	391	-	445	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.28	17.97	0.06	0.66
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	298	345	120	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.196	0.049	-	-
HCM Control Delay (s/veh)	8.5	0	-	17.3	18	9.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	2	58	25	8	47
Future Volume (vph)	14	2	58	25	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.959			
Flt Protected	0.959					0.993
Satd. Flow (prot)	1180	0	1682	0	0	1809
Flt Permitted	0.959					0.993
Satd. Flow (perm)	1180	0	1682	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	18	3	74	32	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	106	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

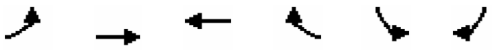
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	2	58	25	8	47
Future Vol, veh/h	14	2	58	25	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	18	3	74	32	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	90	0	0	106	0
Stage 1	90	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	702	973	-	-	1497	-
Stage 1	806	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	973	-	-	1497	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.13	0	1.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	262	-
HCM Lane V/C Ratio	-	-	0.028	0.007	-
HCM Control Delay (s/veh)	-	-	10.1	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	416	508	5	3	3
Future Volume (vph)	5	416	508	5	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1861	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		672	1357		790	
Travel Time (s)		13.1	26.4		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	452	552	5	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	457	557	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	416	508	5	3	3
Future Vol, veh/h	5	416	508	5	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	452	552	5	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	558	0	-	0	1018	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1013	-	-	-	263	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1013	-	-	-	261	531
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	15.48
HCM LOS			C

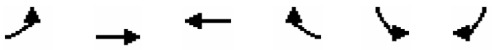
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	350
HCM Lane V/C Ratio	0.005	-	-	-	0.019
HCM Control Delay (s/veh)	8.6	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.5
Total Del/Veh (s)	5.9	7.4	0.8	0.5	3.4
Stop Delay (hr)	0.0	0.9	0.0	0.0	1.0
Stop Del/Veh (s)	4.9	5.5	0.2	0.2	2.3

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	38	62	16	30	36
Average Queue (ft)	5	52	1	2	4
95th Queue (ft)	23	57	11	14	23
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	45	0	0	0
Queuing Penalty (veh)	1	164	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	279	257	87	93	33
Future Volume (vph)	25	279	257	87	93	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.966			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1833	1804	0	1805	1615
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1833	1804	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	27	300	276	94	100	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	327	370	0	100	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	279	257	87	93	33
Future Vol, veh/h	25	279	257	87	93	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	27	300	276	94	100	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	370	0	-	0	677	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1167	-	-	-	421	723
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1167	-	-	-	410	723
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.67	0	14.93
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	148	-	-	-	410	723
HCM Lane V/C Ratio	0.023	-	-	-	0.244	0.049
HCM Control Delay (s/veh)	8.2	0	-	-	16.6	10.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	400	16	31	389	14	29
Future Volume (vph)	400	16	31	389	14	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.909	
Flt Protected				0.996	0.984	
Satd. Flow (prot)	1846	0	0	1838	1699	0
Flt Permitted				0.996	0.984	
Satd. Flow (perm)	1846	0	0	1838	1699	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	449	18	35	437	16	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	472	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

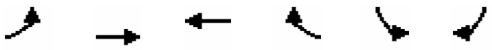
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	16	31	389	14	29
Future Vol, veh/h	400	16	31	389	14	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	449	18	35	437	16	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	467	0	965	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1029	-	285	607
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	272	607
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.64	14.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	-	-	133	-
HCM Lane V/C Ratio	0.111	-	-	0.034	-
HCM Control Delay (s/veh)	14.3	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	336	325	121	115	95
Future Volume (vph)	93	336	325	121	115	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.963		0.939	
Flt Protected		0.989			0.973	
Satd. Flow (prot)	0	1842	1794	0	1702	0
Flt Permitted		0.989			0.973	
Satd. Flow (perm)	0	1842	1794	0	1702	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1308	1710		694	
Travel Time (s)		25.5	33.3		15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	365	353	132	125	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	466	485	0	228	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	93	336	325	121	115	95
Future Vol, veh/h	93	336	325	121	115	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	365	353	132	125	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	485	0	-	0	986	419
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1078	-	-	-	275	634
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1078	-	-	-	242	634
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.88	0	35.59
HCM LOS			E

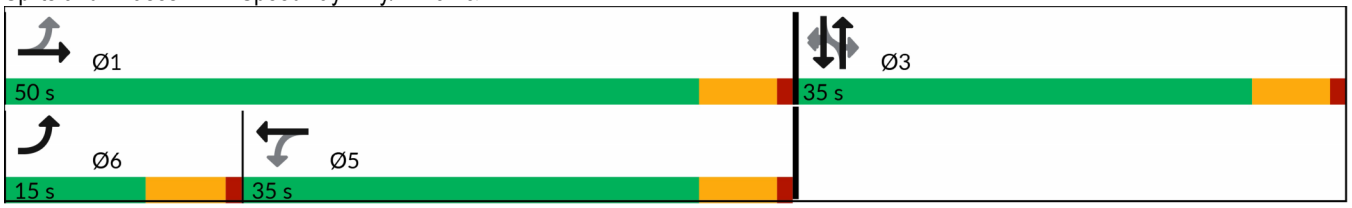
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	-	336
HCM Lane V/C Ratio	0.094	-	-	-	0.679
HCM Control Delay (s/veh)	8.7	0	-	-	35.6
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	345	7	3	370	860	4	27	7	740	28	99
Future Volume (vph)	82	345	7	3	370	860	4	27	7	740	28	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.976				0.850
Flt Protected	0.950							0.995			0.954	
Satd. Flow (prot)	1736	1876	0	0	1881	1599	0	1845	0	0	1778	1583
Flt Permitted	0.227				0.997			0.647			0.705	
Satd. Flow (perm)	415	1876	0	0	1876	1599	0	1200	0	0	1314	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				896		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1710			466			147			1087	
Travel Time (s)		33.3			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	85	359	7	3	385	896	4	28	7	771	29	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	366	0	0	388	896	0	39	0	0	800	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	30.7	30.7			19.9	72.9		29.8			29.8	29.8
Actuated g/C Ratio	0.42	0.42			0.27	1.00		0.41			0.41	0.41
v/c Ratio	0.26	0.46			0.75	0.56		0.07			1.48	0.14
Control Delay (s/veh)	13.3	15.9			35.0	1.4		15.6			253.6	4.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.3	15.9			35.0	1.4		15.6			253.6	4.0
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.5			11.6			15.6			225.1	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 72.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.49			
Intersection Signal Delay (s/veh): 84.3		Intersection LOS: F	
Intersection Capacity Utilization 102.4%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1126	9	17	1273	4	11
Future Volume (vph)	1126	9	17	1273	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	1879	0	0	3571	1484	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	1879	0	0	3571	1484	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	1224	10	18	1384	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1234	0	0	1402	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

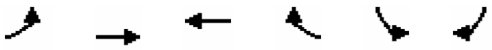
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1126	9	17	1273	4	11
Future Vol, veh/h	1126	9	17	1273	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	1224	10	18	1384	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1234	0	1958	1229
Stage 1	-	-	-	-	1229	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	572	-	51	205
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	393	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	572	-	48	205
Mov Cap-2 Maneuver	-	-	-	-	48	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	373	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.73	43.49
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	110	-	-	47	-
HCM Lane V/C Ratio	0.149	-	-	0.032	-
HCM Control Delay (s/veh)	43.5	-	-	11.5	0.6
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1137	1288	3	4	2
Future Volume (vph)	0	1137	1288	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3539	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3539	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1249	1415	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1249	1418	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

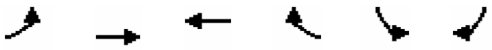
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1137	1288	3	4	2
Future Vol, veh/h	0	1137	1288	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1249	1415	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1419	0	-	0	2666	709
Stage 1	-	-	-	-	1417	-
Stage 2	-	-	-	-	1249	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	486	-	-	-	22	381
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	273	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	486	-	-	-	22	381
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	273	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	146.44
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	486	-	-	-	32
HCM Lane V/C Ratio	-	-	-	-	0.208
HCM Control Delay (s/veh)	0	-	-	-	146.4
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1141	1233	0	3	59
Future Volume (vph)	0	1141	1233	0	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1240	1340	0	3	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1240	1340	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

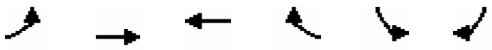
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1141	1233	0	3	59
Future Vol, veh/h	0	1141	1233	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1240	1340	0	3	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1836	670
Stage 1	-	-	-	-	1340	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	90	404
Stage 1	0	-	-	0	208	-
Stage 2	0	-	-	0	549	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	90	404
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	549	-

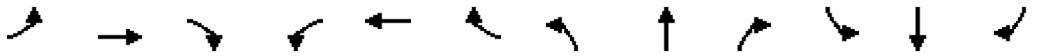
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.92
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	346
HCM Lane V/C Ratio	-	-	0.195
HCM Control Delay (s/veh)	-	-	17.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	1135	1232	40	0	0
Future Volume (vph)	10	1135	1232	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5037	3524	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5037	3524	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	11	1234	1339	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1245	1382	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

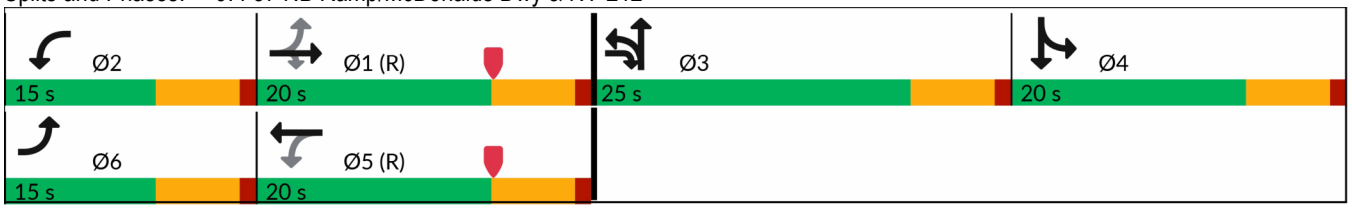


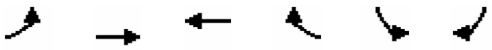
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	644	466	82	639	65	576	8	91	42	8	57
Future Volume (vph)	23	644	466	82	639	65	576	8	91	42	8	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.958			0.868	
Flt Protected	0.950			0.950			0.950	0.966		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3465	0	1618	1603	0	1805	1649	0
Flt Permitted	0.309			0.137			0.950	0.966		0.950		
Satd. Flow (perm)	587	1863	1482	260	3465	0	1618	1603	0	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			485		12			23			59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	671	485	85	666	68	600	8	95	44	8	59
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	24	671	485	85	734	0	360	343	0	44	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	32.3	28.0	54.2	37.2	33.9		19.0	19.0		6.6	6.6	
Actuated g/C Ratio	0.40	0.35	0.68	0.47	0.42		0.24	0.24		0.08	0.08	
v/c Ratio	0.07	1.02	0.41	0.34	0.49		0.93	0.86		0.29	0.35	
Control Delay (s/veh)	13.8	74.9	2.1	16.9	20.6		65.1	50.3		39.1	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.8	74.9	2.1	16.9	20.6		65.1	50.3		39.1	17.2	
LOS	B	E	A	B	C		E	D		D	B	
Approach Delay (s/veh)		43.8			20.3			57.9			25.9	
Approach LOS		D			C			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 39.8		Intersection LOS: D	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	777	779	0	3	8
Future Volume (vph)	0	777	779	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1845	5085	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1845	5085	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	863	866	0	3	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	863	866	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

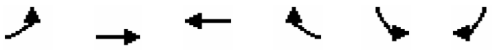
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	777	779	0	3	8
Future Vol, veh/h	0	777	779	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	863	866	0	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1729	433
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	863	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	114	492
Stage 1	0	-	-	0	303	-
Stage 2	0	-	-	0	405	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	114	492
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.58
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	259
HCM Lane V/C Ratio	-	-	0.047
HCM Control Delay (s/veh)	-	-	19.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	775	779	11	1	0
Future Volume (vph)	5	775	779	11	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	861	866	12	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	878	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

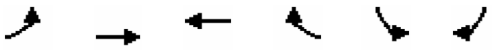
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	775	779	11	1	0
Future Vol, veh/h	5	775	779	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	861	866	12	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	878	0	-	0	1744	439
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	778	-	-	-	87	571
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	778	-	-	-	86	571
Mov Cap-2 Maneuver	-	-	-	-	86	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	47.35
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	-	-	86
HCM Lane V/C Ratio	0.007	-	-	-	0.013
HCM Control Delay (s/veh)	9.7	0	-	-	47.3
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	764	769	1	4	21
Future Volume (vph)	12	764	769	1	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	5033	3539	0	1670	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	5033	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	13	849	854	1	4	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	862	855	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

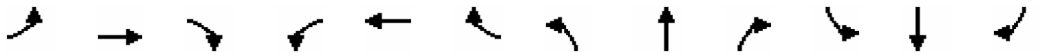
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	764	769	1	4	21
Future Vol, veh/h	12	764	769	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	13	849	854	1	4	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	856	0	-	0	1221	428
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	793	-	-	-	206	581
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	793	-	-	-	202	581
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	13.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	447
HCM Lane V/C Ratio	0.017	-	-	-	0.062
HCM Control Delay (s/veh)	9.6	0.2	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

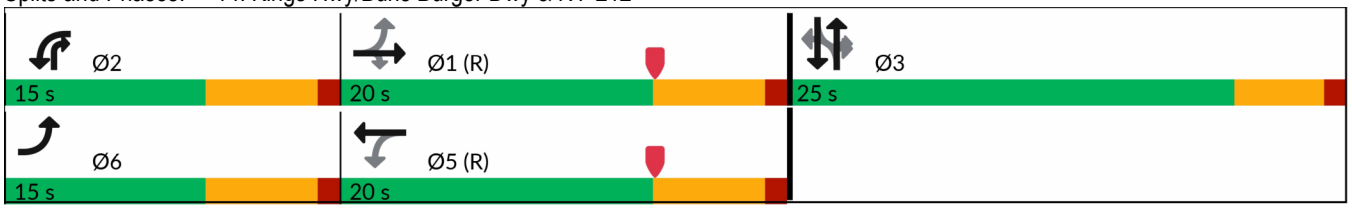


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	511	251	64	567	1	201	0	49	3	0	2
Future Volume (vph)	7	511	251	64	567	1	201	0	49	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.995			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3553	0	0	1736	1553	0	1745	0
Flt Permitted	0.390				0.777			0.754			0.852	
Satd. Flow (perm)	741	1881	1568	0	2774	0	0	1378	1553	0	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	8	555	273	70	616	1	218	0	53	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	555	273	0	687	0	0	218	53	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	31.8	28.9	28.9		34.0			13.8	23.3		13.8	
Actuated g/C Ratio	0.53	0.48	0.48		0.57			0.23	0.39		0.23	
v/c Ratio	0.01	0.61	0.30		0.42			0.68	0.08		0.01	
Control Delay (s/veh)	7.5	20.5	3.4		9.3			31.9	3.2		0.0	
Queue Delay	0.0	0.0	0.0		0.5			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	20.5	3.4		9.8			31.9	3.2		0.0	
LOS	A	C	A		A			C	A		A	
Approach Delay (s/veh)		14.8			9.8			26.3				
Approach LOS		B			A			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 14.6		Intersection LOS: B	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	561	2	16	629	3	12
Future Volume (vph)	561	2	16	629	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.890	
Flt Protected				0.999	0.991	
Satd. Flow (prot)	3574	0	0	3537	1562	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3574	0	0	3537	1562	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	603	2	17	676	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	605	0	0	693	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

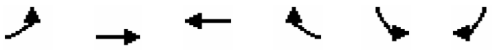
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	561	2	16	629	3	12
Future Vol, veh/h	561	2	16	629	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	603	2	17	676	3	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	605	0	977	303
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	982	-	252	673
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	982	-	246	673
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	500	-	-	89	-
HCM Lane V/C Ratio	0.032	-	-	0.018	-
HCM Control Delay (s/veh)	12.4	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

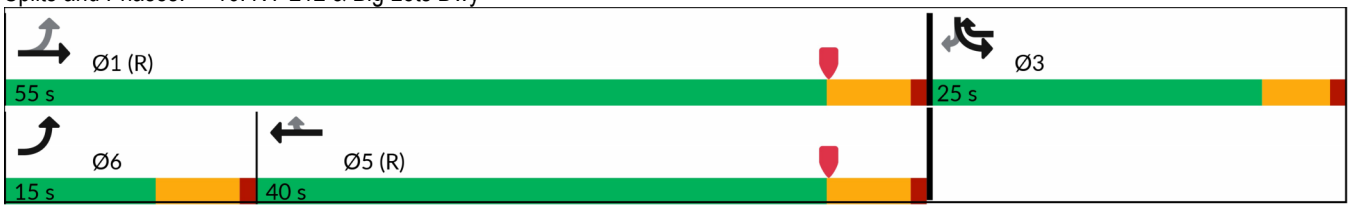


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	516	569	82	50	76
Future Volume (vph)	57	516	569	82	50	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.375				0.950	
Satd. Flow (perm)	712	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89		83
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	62	561	618	89	54	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	561	618	89	54	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.0	65.2	56.1	66.9	7.0	7.0
Actuated g/C Ratio	0.80	0.82	0.70	0.84	0.09	0.09
v/c Ratio	0.09	0.36	0.24	0.06	0.34	0.38
Control Delay (s/veh)	2.7	3.6	6.4	0.5	39.8	13.6
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	5.1	6.4	0.5	39.8	13.6
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.9	5.7		24.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	563	3	19	646	0	4	0	39	0	0	0
Future Volume (vph)	0	563	3	19	646	0	4	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.877				
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	612	3	21	702	0	4	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	615	0	21	702	0	0	46	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	563	3	19	646	0	4	0	39	0	0	0
Future Vol, veh/h	0	563	3	19	646	0	4	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	612	3	21	702	0	4	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	702	0	0	615	0	0	1357	1357	614	1355	1359	702
Stage 1	-	-	-	-	-	-	614	614	-	743	743	-
Stage 2	-	-	-	-	-	-	743	743	-	612	615	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	905	-	-	974	-	-	127	150	496	128	150	441
Stage 1	-	-	-	-	-	-	483	486	-	410	425	-
Stage 2	-	-	-	-	-	-	410	425	-	484	485	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	905	-	-	974	-	-	125	147	496	114	147	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	147	-	114	147	-
Stage 1	-	-	-	-	-	-	483	486	-	401	416	-
Stage 2	-	-	-	-	-	-	401	416	-	442	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.25	15.54	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	905	-	-	974	-	-	-
HCM Lane V/C Ratio	0.12	-	-	-	0.021	-	-	-
HCM Control Delay (s/veh)	15.5	0	-	-	8.8	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

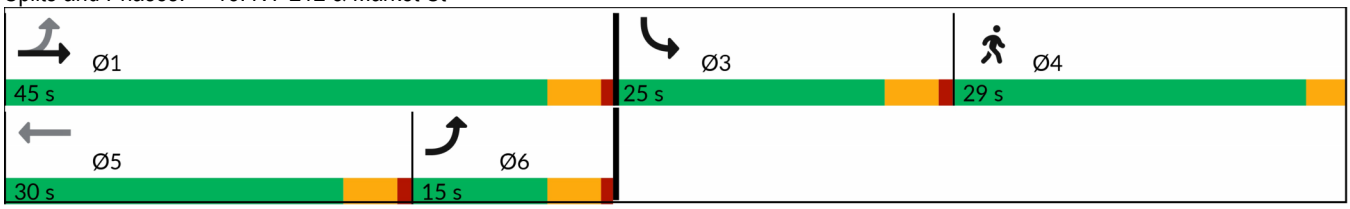


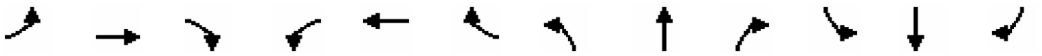
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	101	362	352	88	73	105	
Future Volume (vph)	101	362	352	88	73	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.920		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1787	1881	1849	0	1713	0	
Flt Permitted	0.392				0.980		
Satd. Flow (perm)	737	1881	1849	0	1713	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	107	385	374	94	78	112	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	107	385	468	0	190	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.2		11.0		
Actuated g/C Ratio	0.66	0.66	0.46		0.18		
v/c Ratio	0.16	0.31	0.54		0.61		
Control Delay (s/veh)	5.9	5.9	17.3		32.0		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.9	5.9	17.3		32.0		
LOS	A	A	B		C		
Approach Delay (s/veh)		5.9	17.3		32.1		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 61.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





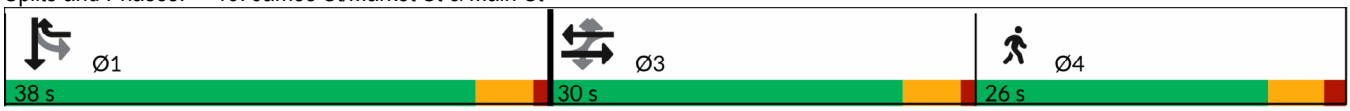
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	32	7	1	33	274	0	0	0	288	11	121
Future Volume (vph)	182	32	7	1	33	274	0	0	0	288	11	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.961	
Flt Protected		0.960			0.999						0.967	
Satd. Flow (prot)	0	1762	0	0	1844	1568	0	0	0	0	1754	0
Flt Permitted		0.740			0.992						0.967	
Satd. Flow (perm)	0	1358	0	0	1831	1568	0	0	0	0	1754	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	186	33	7	1	34	280	0	0	0	294	11	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	35	280	0	0	0	0	428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.0			15.0	45.0					19.6	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.50			0.05	0.17					0.55	
Control Delay (s/veh)		17.6			12.1	0.2					13.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.6			12.1	0.2					13.0	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.7			1.6						13.0	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 45			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

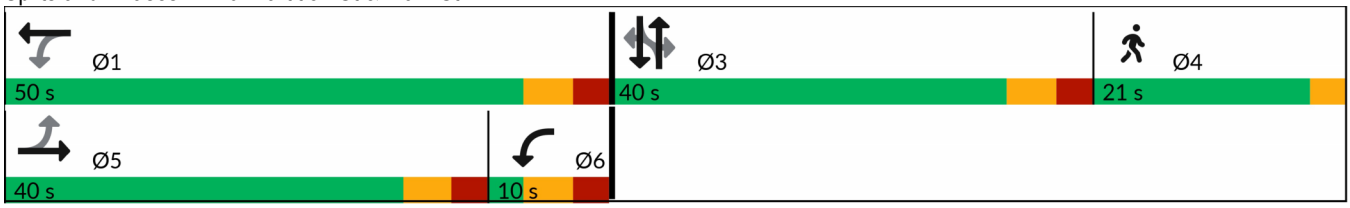
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	95	210	106	121	9	160	71	90	4	50	27
Future Volume (vph)	14	95	210	106	121	9	160	71	90	4	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911			0.995			0.962			0.954	
Flt Protected		0.998			0.978			0.976			0.998	
Satd. Flow (prot)	0	1722	0	0	1841	0	0	1761	0	0	1809	0
Flt Permitted		0.979			0.717			0.800			0.980	
Satd. Flow (perm)	0	1690	0	0	1349	0	0	1444	0	0	1776	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	97	214	108	123	9	163	72	92	4	51	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	0	0	240	0	0	327	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.8			17.8			20.5			20.5	
Actuated g/C Ratio		0.33			0.33			0.39			0.39	
v/c Ratio		0.57			0.53			0.58			0.12	
Control Delay (s/veh)		20.1			20.3			18.7			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.1			20.3			18.7			11.9	
LOS		C			C			B			B	
Approach Delay (s/veh)		20.1			20.4			18.7			11.9	
Approach LOS		C			C			B			B	

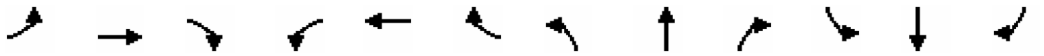
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 53.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

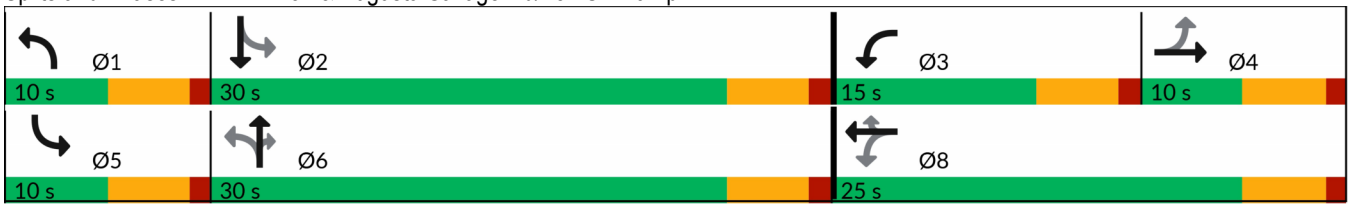


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	239	356	104	305	119	345	460	80	285	540	191
Future Volume (vph)	207	239	356	104	305	119	345	460	80	285	540	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940				0.850			0.850		0.961	
Flt Protected		0.987			0.987		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1866	1553	1805	1810	1553	1752	1773	0
Flt Permitted		0.409			0.600		0.160			0.293		
Satd. Flow (perm)	0	730	0	0	1134	1553	304	1810	1553	540	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48				127			201		32	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	220	254	379	111	324	127	367	489	85	303	574	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	853	0	0	435	127	367	489	85	303	777	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		19.9			19.9	19.9	30.0	25.0	25.0	30.0	25.0	
Actuated g/C Ratio		0.31			0.31	0.31	0.46	0.39	0.39	0.46	0.39	
v/c Ratio		3.33			1.25	0.22	1.43	0.70	0.11	0.88	1.10	
Control Delay (s/veh)		Error			161.1	4.8	236.1	23.4	0.3	42.2	89.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		Error			161.1	4.8	236.1	23.4	0.3	42.2	89.5	
LOS		F			F	A	F	C	A	D	F	
Approach Delay (s/veh)		1071.3			125.9			104.3			76.3	
Approach LOS		F			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 64.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 3.33			
Intersection Signal Delay (s/veh): 339.1		Intersection LOS: F	
Intersection Capacity Utilization 143.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	781	1011	3
Future Volume (vph)	0	5	4	781	1011	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1243	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	805	1042	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	805	1045	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	781	1011	3
Future Vol, veh/h	0	5	4	781	1011	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	805	1042	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1857	1044	1045	0	-	0
Stage 1	1044	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	82	281	673	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	81	281	673	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.06	0.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	673	-	281	-	-
HCM Lane V/C Ratio	0.006	-	0.018	-	-
HCM Control Delay (s/veh)	10.4	-	18.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	216	263	518	799	64
Future Volume (vph)	72	216	263	518	799	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.990	
Flt Protected	0.988			0.983		
Satd. Flow (prot)	1655	0	0	1831	1844	0
Flt Permitted	0.988			0.983		
Satd. Flow (perm)	1655	0	0	1831	1844	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	536			1243	1377	
Travel Time (s)	12.2			15.4	17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	235	286	563	868	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	0	0	849	938	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 115.0%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	192.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	216	263	518	799	64
Future Vol, veh/h	72	216	263	518	799	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	235	286	563	868	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2038	903	938	0	-	0
Stage 1	903	-	-	-	-	-
Stage 2	1135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 62	336	730	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 27	336	730	-	-	-
Mov Cap-2 Maneuver	~ 27	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1279.39	4.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	502	-	87	-	-
HCM Lane V/C Ratio	0.391	-	3.617	-	-
HCM Control Delay (s/veh)	13.1	-	$ 1279.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.9	-	32	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	588	862	0
Future Volume (vph)	0	0	2	588	862	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1377	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	613	898	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	615	898	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

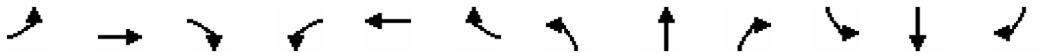
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	588	862	0
Future Vol, veh/h	0	0	2	588	862	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	613	898	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1515	898	898	0	-	0
Stage 1	898	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	341	765	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	341	765	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	9.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	11	5	52	3	28	11	521	56	57	806	1
Future Volume (vph)	1	11	5	52	3	28	11	521	56	57	806	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.954			0.987				
Flt Protected		0.998			0.970			0.999			0.997	
Satd. Flow (prot)	0	1818	0	0	1674	0	0	1815	0	0	1839	0
Flt Permitted		0.998			0.970			0.999			0.997	
Satd. Flow (perm)	0	1818	0	0	1674	0	0	1815	0	0	1839	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	13	6	60	3	33	13	606	65	66	937	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	96	0	0	684	0	0	1004	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	21.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	11	5	52	3	28	11	521	56	57	806	1
Future Vol, veh/h	1	11	5	52	3	28	11	521	56	57	806	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	8	0	0	0	3	6	3	3	0
Mvmt Flow	1	13	6	60	3	33	13	606	65	66	937	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1703	1767	938	1740	1735	638	938	0	0	671	0	0
Stage 1	1070	1070	-	664	664	-	-	-	-	-	-	-
Stage 2	633	697	-	1076	1071	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	73	85	323	66	89	480	738	-	-	915	-	-
Stage 1	270	300	-	440	461	-	-	-	-	-	-	-
Stage 2	471	446	-	259	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	70	323	~ 45	73	480	738	-	-	915	-	-
Mov Cap-2 Maneuver	54	70	-	~ 45	73	-	-	-	-	-	-	-
Stage 1	229	255	-	428	449	-	-	-	-	-	-	-
Stage 2	424	434	-	205	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	56.83	$ 378.29	0.19	0.61
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	89	66	119	-	-
HCM Lane V/C Ratio	0.017	-	-	0.223	1.459	0.072	-	-
HCM Control Delay (s/veh)	10	0	-	56.8	$ 378.3	9.2	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	8.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	111	0	430	121	3	752
Future Volume (vph)	111	0	430	121	3	752
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.970			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1817	0	0	1881
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1817	0	0	1881
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	116	0	448	126	3	783
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	574	0	0	786
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

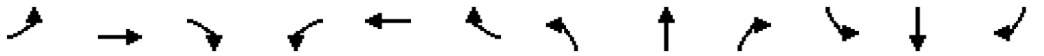
Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	111	0	430	121	3	752
Future Vol, veh/h	111	0	430	121	3	752
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	92	96
Heavy Vehicles, %	2	0	1	3	0	1
Mvmt Flow	116	0	448	126	3	783

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1301	511	0	0	574	0
Stage 1	511	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	178	567	-	-	1009	-
Stage 1	602	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	177	567	-	-	1009	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	57.36	0	0.04
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	177	7	-
HCM Lane V/C Ratio	-	-	0.654	0.003	-
HCM Control Delay (s/veh)	-	-	57.4	8.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.8	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	38	2	428	0	35	754	0
Future Volume (vph)	0	0	1	0	1	38	2	428	0	35	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.998	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	41	2	460	0	38	811	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	42	0	0	462	0	0	849	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	0	1	38	2	428	0	35	754	0
Future Vol, veh/h	0	0	1	0	1	38	2	428	0	35	754	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	41	2	460	0	38	811	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1351	1351	811	1351	1351	460	811	0	0	460	0	0
Stage 1	886	886	-	465	465	-	-	-	-	-	-	-
Stage 2	465	465	-	886	886	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	129	152	383	129	152	605	824	-	-	1096	-	-
Stage 1	342	365	-	582	567	-	-	-	-	-	-	-
Stage 2	581	567	-	342	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	142	383	120	142	605	824	-	-	1096	-	-
Mov Cap-2 Maneuver	111	142	-	120	142	-	-	-	-	-	-	-
Stage 1	321	343	-	580	565	-	-	-	-	-	-	-
Stage 2	539	565	-	320	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.43	11.97	0.04	0.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	383	558	80	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.075	0.034	-	-
HCM Control Delay (s/veh)	9.4	0	-	14.4	12	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	47	22	2	46
Future Volume (vph)	18	1	47	22	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.957			
Flt Protected	0.954					0.998
Satd. Flow (prot)	1802	0	1750	0	0	1809
Flt Permitted	0.954					0.998
Satd. Flow (perm)	1802	0	1750	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	21	1	54	25	2	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	79	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

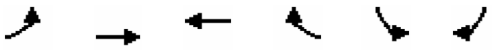
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	1	47	22	2	46
Future Vol, veh/h	18	1	47	22	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	21	1	54	25	2	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	67	0	0	79	0
Stage 1	67	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	876	1003	-	-	1532	-
Stage 1	961	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	874	1003	-	-	1532	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.19	0	0.31
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	75	-
HCM Lane V/C Ratio	-	-	0.025	0.002	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	425	418	3	4	4
Future Volume (vph)	3	425	418	3	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	1861	0	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		726	1308		827	
Travel Time (s)		14.1	58.7		18.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	462	454	3	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	465	457	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	425	418	3	4	4
Future Vol, veh/h	3	425	418	3	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	462	454	3	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	924	456
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1103	-	-	-	299	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	298	604
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	14.23
HCM LOS			B

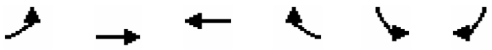
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	13	-	-	-	399
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Control Delay (s/veh)	8.3	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.4	0.3	0.0	1.7
Total Del/Veh (s)	6.2	9.3	1.0	0.6	3.9
Stop Delay (hr)	0.0	1.1	0.1	0.0	1.2
Stop Del/Veh (s)	5.3	7.3	0.3	0.2	2.8

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	40	64	43	40	56
Average Queue (ft)	3	53	3	3	9
95th Queue (ft)	19	58	23	21	37
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	53	0	0	0
Queuing Penalty (veh)	1	203	1	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	245	208	85	98	37
Future Volume (vph)	39	245	208	85	98	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1871	1792	0	1787	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1871	1792	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	40	253	214	88	101	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	293	302	0	101	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

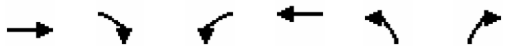
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	245	208	85	98	37
Future Vol, veh/h	39	245	208	85	98	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	40	253	214	88	101	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	302	0	-	0	591	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1270	-	-	-	471	776
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1270	-	-	-	454	776
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.09	0	13.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	247	-	-	-	454	776
HCM Lane V/C Ratio	0.032	-	-	-	0.223	0.049
HCM Control Delay (s/veh)	7.9	0	-	-	15.2	9.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	357	14	22	326	18	21
Future Volume (vph)	357	14	22	326	18	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.928	
Flt Protected				0.997	0.977	
Satd. Flow (prot)	1862	0	0	1865	1585	0
Flt Permitted				0.997	0.977	
Satd. Flow (perm)	1862	0	0	1865	1585	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	372	15	23	340	19	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	0	0	363	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

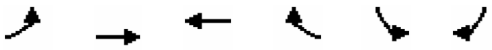
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	357	14	22	326	18	21
Future Vol, veh/h	357	14	22	326	18	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	372	15	23	340	19	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	386	0	765	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1130	-	366	648
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1130	-	357	648
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	13.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	-	-	114	-
HCM Lane V/C Ratio	0.086	-	-	0.02	-
HCM Control Delay (s/veh)	13.4	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	307	273	82	81	75
Future Volume (vph)	72	307	273	82	81	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969		0.935	
Flt Protected		0.991			0.975	
Satd. Flow (prot)	0	1846	1805	0	1698	0
Flt Permitted		0.991			0.975	
Satd. Flow (perm)	0	1846	1805	0	1698	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1135	1760		805	
Travel Time (s)		22.1	34.3		18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	334	297	89	88	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	412	386	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	307	273	82	81	75
Future Vol, veh/h	72	307	273	82	81	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	334	297	89	88	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	386	0	-	0	832	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1173	-	-	-	339	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1173	-	-	-	311	701
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.57	0	18.98
HCM LOS			C

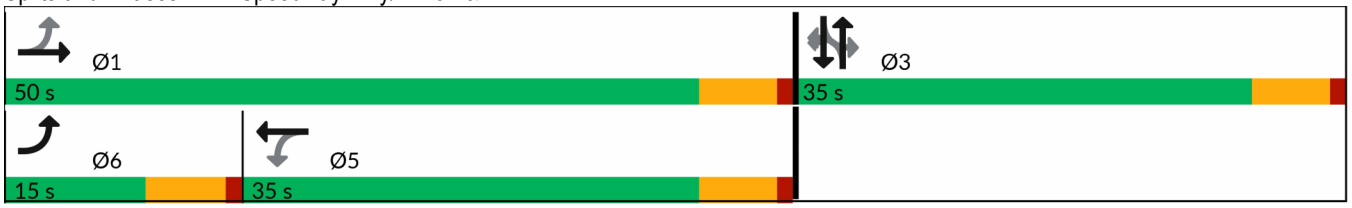
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	342	-	-	-	425
HCM Lane V/C Ratio	0.067	-	-	-	0.399
HCM Control Delay (s/veh)	8.3	0	-	-	19
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	308	7	11	251	710	3	37	4	642	34	76
Future Volume (vph)	62	308	7	11	251	710	3	37	4	642	34	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988				0.850
Flt Protected	0.950				0.998			0.997			0.955	
Satd. Flow (prot)	1626	1894	0	0	1861	1615	0	1781	0	0	1797	1553
Flt Permitted	0.332				0.974			0.965			0.703	
Satd. Flow (perm)	568	1894	0	0	1816	1615	0	1724	0	0	1323	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				747		4				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1760			466			147			1087	
Travel Time (s)		34.3			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	65	324	7	12	264	747	3	39	4	676	36	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	331	0	0	276	747	0	46	0	0	712	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	23.4	23.4			15.7	65.7		29.9			29.9	29.9
Actuated g/C Ratio	0.36	0.36			0.24	1.00		0.46			0.46	0.46
v/c Ratio	0.20	0.48			0.63	0.46		0.05			1.18	0.10
Control Delay (s/veh)	13.6	17.6			30.8	0.9		13.7			122.6	2.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.6	17.6			30.8	0.9		13.7			122.6	2.0
LOS	B	B			C	A		B			F	A
Approach Delay (s/veh)		17.0			9.0			13.7			110.4	
Approach LOS		B			A			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 65.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay (s/veh): 46.1		Intersection LOS: D	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	995	2	12	989	1	19
Future Volume (vph)	995	2	12	989	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1036	2	13	1030	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1038	0	0	1043	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

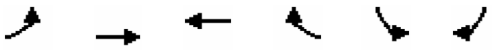
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	995	2	12	989	1	19
Future Vol, veh/h	995	2	12	989	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1036	2	13	1030	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1039	0	1578	1038
Stage 1	-	-	-	-	1038	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	677	-	112	283
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	554	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	677	-	109	283
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	19.92
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	262	-	-	43	-
HCM Lane V/C Ratio	0.079	-	-	0.018	-
HCM Control Delay (s/veh)	19.9	-	-	10.4	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1013	1001	6	1	0
Future Volume (vph)	0	1013	1001	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1066	1054	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1066	1060	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

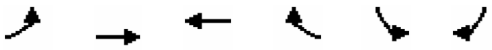
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1013	1001	6	1	0
Future Vol, veh/h	0	1013	1001	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1066	1054	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1060	0	-	0	2123	530
Stage 1	-	-	-	-	1057	-
Stage 2	-	-	-	-	1066	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	665	-	-	-	50	499
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	334	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	665	-	-	-	50	499
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	334	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	79.15
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	665	-	-	-	50
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s/veh)	0	-	-	-	79.2
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	1013	957	0	12	50
Future Volume (vph)	0	1013	957	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1078	1018	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1078	1018	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

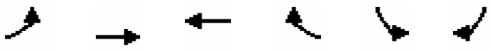
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1013	957	0	12	50
Future Vol, veh/h	0	1013	957	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1078	1018	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1449	509
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	152	515
Stage 1	0	-	-	0	307	-
Stage 2	0	-	-	0	594	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	152	515
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	594	-

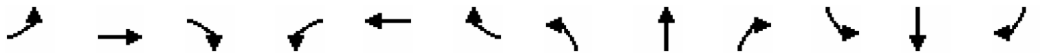
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.57
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	352
HCM Lane V/C Ratio	-	-	0.187
HCM Control Delay (s/veh)	-	-	17.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1025	957	32	0	0
Future Volume (vph)	0	1025	957	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5136	3558	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3558	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1090	1018	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1090	1052	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

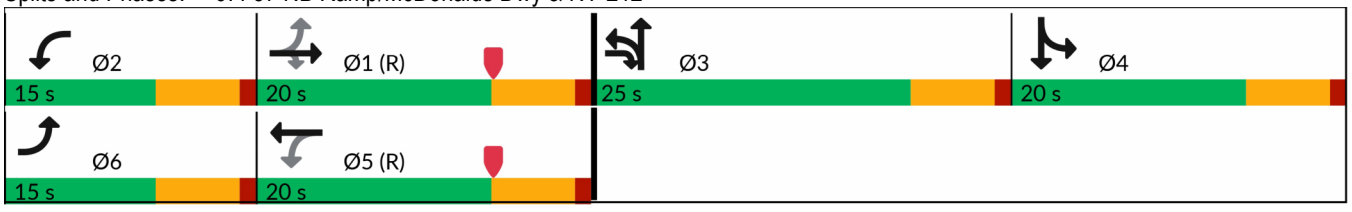


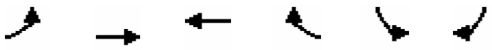
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	602	363	64	543	54	391	13	74	51	6	56
Future Volume (vph)	60	602	363	64	543	54	391	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.953			0.864	
Flt Protected	0.950			0.950			0.950	0.969		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3527	0	1698	1656	0	1805	1642	0
Flt Permitted	0.339			0.142			0.950	0.969		0.950		
Satd. Flow (perm)	644	1881	1615	270	3527	0	1698	1656	0	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			374		11			27			58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	621	374	66	560	56	403	13	76	53	6	58
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	62	621	374	66	616	0	250	242	0	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	35.6	30.4	54.4	35.8	30.5		16.8	16.8		6.9	6.9	
Actuated g/C Ratio	0.45	0.38	0.68	0.45	0.38		0.21	0.21		0.09	0.09	
v/c Ratio	0.16	0.86	0.30	0.27	0.45		0.70	0.65		0.33	0.32	
Control Delay (s/veh)	14.4	44.4	1.7	16.4	23.1		40.1	34.2		39.6	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.4	44.4	1.7	16.4	23.1		40.1	34.2		39.6	16.0	
LOS	B	D	A	B	C		D	C		D	B	
Approach Delay (s/veh)		27.6			22.5			37.3			26.8	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 28.1		Intersection LOS: C	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	728	658	0	4	3
Future Volume (vph)	0	728	658	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	751	678	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	751	678	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

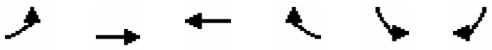
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	728	658	0	4	3
Future Vol, veh/h	0	728	658	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	751	678	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1429	339
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	751	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	169	565
Stage 1	0	-	-	0	393	-
Stage 2	0	-	-	0	457	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	169	565
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.35
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	242
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s/veh)	-	-	20.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	728	658	4	0	0
Future Volume (vph)	4	728	658	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	751	678	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	755	682	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

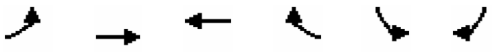
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	728	658	4	0	0
Future Vol, veh/h	4	728	658	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	751	678	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	682	0	-	0	1439	341
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	920	-	-	-	137	661
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	920	-	-	-	136	661
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	8.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	717	647	10	1	16
Future Volume (vph)	11	717	647	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	755	681	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	767	692	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

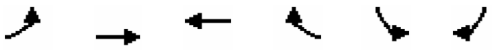
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	717	647	10	1	16
Future Vol, veh/h	11	717	647	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	755	681	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1011	346
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	325	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	913	-	-	-	272	656
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	913	-	-	-	268	656
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	11.13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	82	-	-	-	605
HCM Lane V/C Ratio	0.013	-	-	-	0.03
HCM Control Delay (s/veh)	9	0.1	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	718	648	0	0	9
Future Volume (vph)	0	718	648	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	780	704	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	780	704	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			

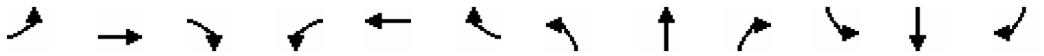
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	718	648	0	0	9
Future Vol, veh/h	0	718	648	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	780	704	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	352
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	650
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.62
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	650
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

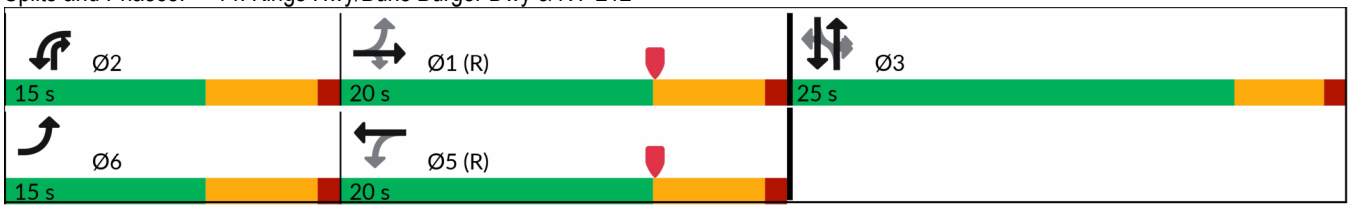


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	471	235	47	454	6	192	1	46	3	1	2
Future Volume (vph)	12	471	235	47	454	6	192	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.446				0.865			0.724			0.871	
Satd. Flow (perm)	847	1881	1615	0	3089	0	0	1349	1615	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255		2				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	512	255	51	493	7	209	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	512	255	0	551	0	0	210	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	32.0	29.0	29.0		34.1			13.6	23.2		13.6	
Actuated g/C Ratio	0.53	0.48	0.48		0.57			0.23	0.39		0.23	
v/c Ratio	0.02	0.56	0.27		0.31			0.68	0.07		0.01	
Control Delay (s/veh)	7.4	19.0	3.4		8.1			32.1	3.0		13.1	
Queue Delay	0.0	0.0	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	19.0	3.4		8.4			32.1	3.0		13.1	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		13.7			8.5			26.6			13.2	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	515	6	17	503	3	14
Future Volume (vph)	515	6	17	503	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	572	7	19	559	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	579	0	0	578	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

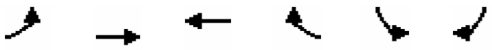
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	515	6	17	503	3	14
Future Vol, veh/h	515	6	17	503	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	572	7	19	559	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	579	0	893	289
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1005	-	285	713
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	279	713
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	-	-	118	-
HCM Lane V/C Ratio	0.034	-	-	0.019	-
HCM Control Delay (s/veh)	11.7	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

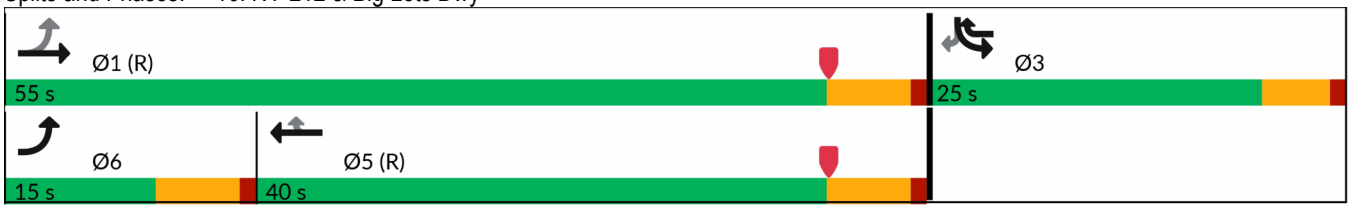


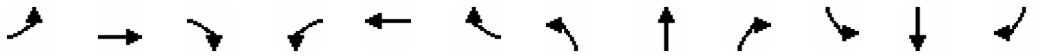
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	447	427	77	48	92
Future Volume (vph)	82	447	427	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.436				0.950	
Satd. Flow (perm)	828	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	486	464	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	486	464	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	55.9	66.6	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.12	0.31	0.18	0.06	0.33	0.43
Control Delay (s/veh)	2.7	3.2	6.1	0.6	39.6	13.8
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.5	6.1	0.6	39.6	13.8
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.3	5.3		22.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	492	2	17	497	0	4	0	37	2	0	1
Future Volume (vph)	1	492	2	17	497	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	523	2	18	529	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	18	529	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	492	2	17	497	0	4	0	37	2	0	1
Future Vol, veh/h	1	492	2	17	497	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	523	2	18	529	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	529	0	0	526	0	0	1091	1091	524	1090	1093	529
Stage 1	-	-	-	-	-	-	527	527	-	565	565	-
Stage 2	-	-	-	-	-	-	565	565	-	526	528	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1049	-	-	1052	-	-	194	216	551	194	216	554
Stage 1	-	-	-	-	-	-	538	532	-	513	511	-
Stage 2	-	-	-	-	-	-	513	511	-	539	531	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1049	-	-	1052	-	-	190	212	551	177	212	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	212	-	177	212	-
Stage 1	-	-	-	-	-	-	538	531	-	504	502	-
Stage 2	-	-	-	-	-	-	503	502	-	500	530	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.28	13.55	20.95
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	465	4	-	-	1052	-	-	229
HCM Lane V/C Ratio	0.094	0.001	-	-	0.017	-	-	0.014
HCM Control Delay (s/veh)	13.5	8.4	0	-	8.5	-	-	20.9
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

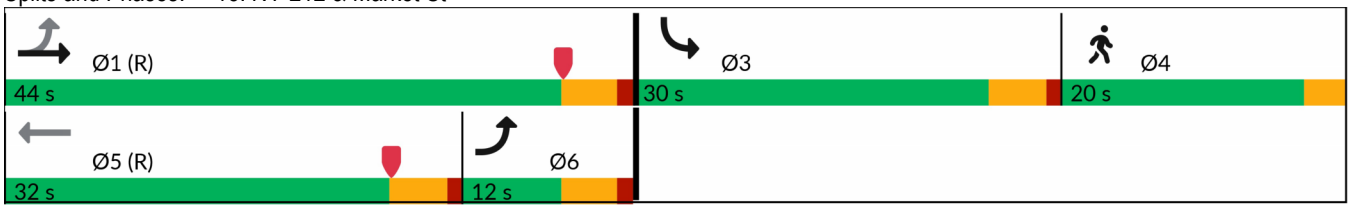


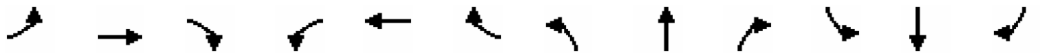
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	65	333	357	50	57	65	
Future Volume (vph)	65	333	357	50	57	65	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.983		0.928		
Flt Protected	0.950				0.977		
Satd. Flow (prot)	1805	1881	1851	0	1723	0	
Flt Permitted	0.454				0.977		
Satd. Flow (perm)	863	1881	1851	0	1723	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	73	374	401	56	64	73	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	73	374	457	0	137	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.1	72.1	62.5		11.9		
Actuated g/C Ratio	0.77	0.77	0.66		0.13		
v/c Ratio	0.10	0.25	0.37		0.63		
Control Delay (s/veh)	3.8	4.1	9.4		51.3		
Queue Delay	0.0	0.0	0.8		0.0		
Total Delay (s/veh)	3.8	4.1	10.2		51.3		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.1	10.2		51.4		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





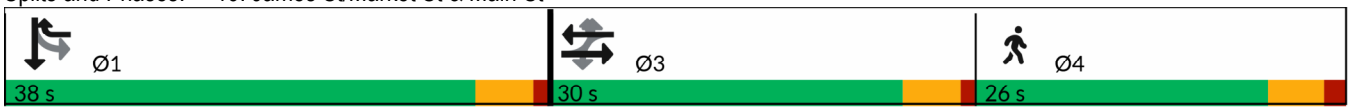
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	249	0	0	0	250	6	116
Future Volume (vph)	152	41	3	7	33	249	0	0	0	250	6	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.958	
Flt Protected		0.963			0.991						0.968	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1750	0
Flt Permitted		0.744			0.941						0.968	
Satd. Flow (perm)	0	1400	0	0	1788	1599	0	0	0	0	1750	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	283	0	0	0	284	7	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	283	0	0	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.7			14.7	44.5					19.5	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.48			0.07	0.17					0.55	
Control Delay (s/veh)		17.2			12.1	0.2					12.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.2			12.1	0.2					12.6	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.2			1.9						12.7	
Approach LOS		B			A						B	

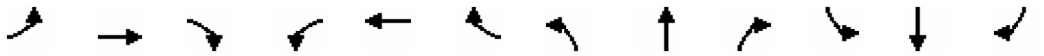
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



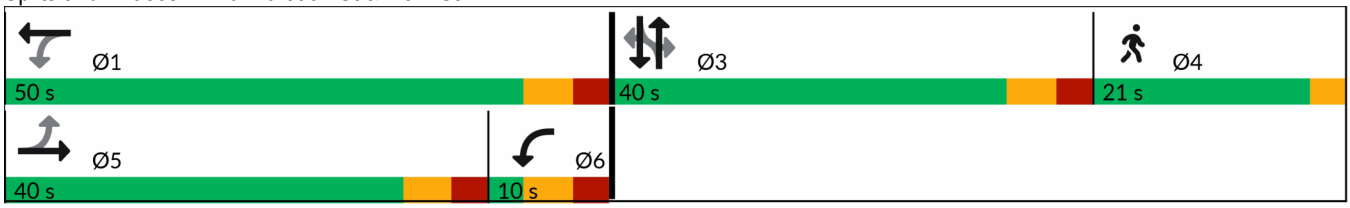
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	180	93	118	1	157	29	84	1	48	16
Future Volume (vph)	11	100	180	93	118	1	157	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.999			0.958			0.967	
Flt Protected		0.998			0.978			0.972			0.999	
Satd. Flow (prot)	0	1722	0	0	1838	0	0	1769	0	0	1835	0
Flt Permitted		0.981			0.721			0.779			0.995	
Satd. Flow (perm)	0	1693	0	0	1355	0	0	1418	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	205	106	134	1	178	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	332	0	0	241	0	0	306	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.7			17.7			19.5			19.5	
Actuated g/C Ratio		0.34			0.34			0.37			0.37	
v/c Ratio		0.57			0.52			0.57			0.10	
Control Delay (s/veh)		19.5			19.5			18.8			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.5			19.5			18.8			12.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		19.6			19.5			18.8			12.1	
Approach LOS		B			B			B			B	

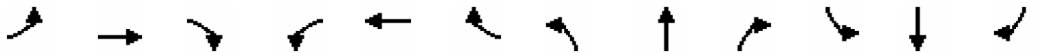
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

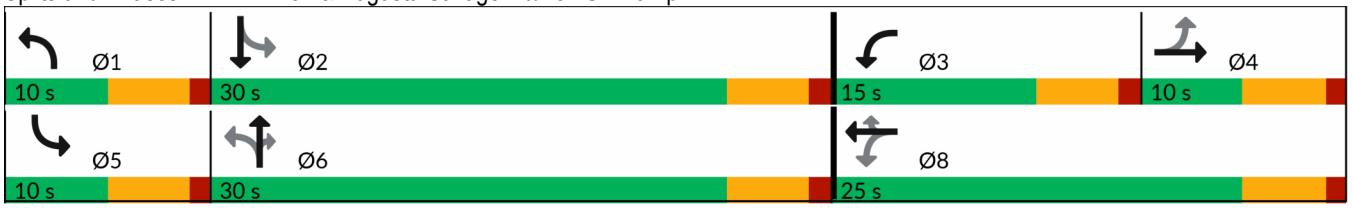


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	161	226	135	201	74	208	444	158	559	393	149
Future Volume (vph)	159	161	226	135	201	74	208	444	158	559	393	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944				0.850			0.850		0.959	
Flt Protected		0.986			0.980		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1855	1468	1805	1863	1615	1805	1809	0
Flt Permitted		0.523			0.553		0.180			0.272		
Satd. Flow (perm)	0	938	0	0	1046	1468	342	1863	1615	517	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				117			201		34	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	177	179	251	150	223	82	231	493	176	621	437	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	607	0	0	373	82	231	493	176	621	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		18.9			18.9	18.9	27.2	22.2	22.2	27.2	22.2	
Actuated g/C Ratio		0.31			0.31	0.31	0.44	0.36	0.36	0.44	0.36	
v/c Ratio		1.90			1.15	0.15	0.84	0.73	0.24	1.85	0.89	
Control Delay (s/veh)		440.3			125.5	2.6	41.4	24.5	2.7	413.5	35.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		440.3			125.5	2.6	41.4	24.5	2.7	413.5	35.7	
LOS		F			F	A	D	C	A	F	D	
Approach Delay (s/veh)		440.4			103.4			24.6			227.4	
Approach LOS		F			F			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 61.3			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.91			
Intersection Signal Delay (s/veh): 193.0		Intersection LOS: F	
Intersection Capacity Utilization 120.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	674	1093	1
Future Volume (vph)	0	6	4	674	1093	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1071	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	775	1256	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	775	1257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	674	1093	1
Future Vol, veh/h	0	6	4	674	1093	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	775	1256	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2041	1257	1257	0	-	0
Stage 1	1257	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	63	211	560	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	211	560	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.64	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	560	-	211	-	-
HCM Lane V/C Ratio	0.008	-	0.033	-	-
HCM Control Delay (s/veh)	11.5	-	22.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	74	196	201	472	900	53
Future Volume (vph)	74	196	201	472	900	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.992	
Flt Protected	0.987			0.985		
Satd. Flow (prot)	1658	0	0	1835	1848	0
Flt Permitted	0.987			0.985		
Satd. Flow (perm)	1658	0	0	1835	1848	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	648			1071	1549	
Travel Time (s)	14.7			13.3	19.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	213	218	513	978	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	0	0	731	1036	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 112.7%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	132

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	196	201	472	900	53
Future Vol, veh/h	74	196	201	472	900	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	213	218	513	978	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1957	1007	1036	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 70	292	671	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 38	292	671	-	-	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	376	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $/9	17.49	3.86	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	480	-	103	-	-
HCM Lane V/C Ratio	0.326	-	2.838	-	-
HCM Control Delay (s/veh)	12.9	0	$ 917.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.4	-	27.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	541	949	3
Future Volume (vph)	1	4	6	541	949	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1857	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1857	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1549	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	615	1078	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	622	1081	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

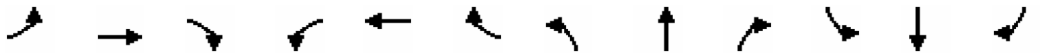
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	541	949	3
Future Vol, veh/h	1	4	6	541	949	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	615	1078	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1709	1080	1082	0	-	0
Stage 1	1080	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	101	267	582	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	267	582	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.54	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	200	-	-
HCM Lane V/C Ratio	0.012	-	0.028	-	-
HCM Control Delay (s/veh)	11.3	0	23.5	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	39	3	26	10	493	39	36	904	1
Future Volume (vph)	0	3	9	39	3	26	10	493	39	36	904	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.947			0.990				
Flt Protected					0.972			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1749	0	0	1846	0	0	1896	0
Flt Permitted					0.972			0.999			0.998	
Satd. Flow (perm)	0	1702	0	0	1749	0	0	1846	0	0	1896	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	44	3	30	11	560	44	41	1027	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	77	0	0	615	0	0	1069	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	9	39	3	26	10	493	39	36	904	1
Future Vol, veh/h	0	3	9	39	3	26	10	493	39	36	904	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	0	3	10	44	3	30	11	560	44	41	1027	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1694	1737	1028	1716	1715	582	1028	0	0	605	0	0
Stage 1	1110	1110	-	605	605	-	-	-	-	-	-	-
Stage 2	585	627	-	1111	1110	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	88	287	72	91	516	683	-	-	983	-	-
Stage 1	256	287	-	488	490	-	-	-	-	-	-	-
Stage 2	501	479	-	256	287	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	78	287	58	80	516	683	-	-	983	-	-
Mov Cap-2 Maneuver	59	78	-	58	80	-	-	-	-	-	-	-
Stage 1	232	260	-	476	478	-	-	-	-	-	-	-
Stage 2	457	467	-	220	259	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.8	141.09	0.19	0.34
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	171	90	69	-	-
HCM Lane V/C Ratio	0.017	-	-	0.08	0.857	0.042	-	-
HCM Control Delay (s/veh)	10.4	0	-	27.8	141.1	8.8	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	4.6	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	110	0	413	105	0	831
Future Volume (vph)	110	0	413	105	0	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.973			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1812	0	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1812	0	0	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	125	0	469	119	0	944
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	588	0	0	944
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

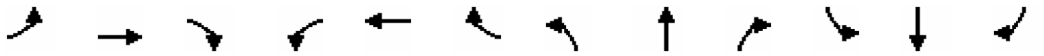
Intersection	
Int Delay, s/veh	8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	110	0	413	105	0	831
Future Vol, veh/h	110	0	413	105	0	831
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	1	6	0	0
Mvmt Flow	125	0	469	119	0	944

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1473	529	0	0	589	0
Stage 1	529	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	140	554	-	-	997	-
Stage 1	591	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	140	554	-	-	997	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	378	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	11.99	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	140	997	-
HCM Lane V/C Ratio	-	-	0.896	-	-
HCM Control Delay (s/veh)	-	-	112	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	6	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	409	2	47	831	0
Future Volume (vph)	0	0	0	0	1	34	2	409	2	47	831	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	454	2	52	923	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	458	0	0	975	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	409	2	47	831	0
Future Vol, veh/h	0	0	0	0	1	34	2	409	2	47	831	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	454	2	52	923	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1487	1489	923	1488	1488	456	923	0	0	457	0	0
Stage 1	1028	1028	-	460	460	-	-	-	-	-	-	-
Stage 2	459	461	-	1028	1028	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	104	125	330	103	125	609	748	-	-	1104	-	-
Stage 1	285	314	-	585	569	-	-	-	-	-	-	-
Stage 2	585	569	-	285	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	113	330	93	113	609	748	-	-	1104	-	-
Mov Cap-2 Maneuver	87	113	-	93	113	-	-	-	-	-	-	-
Stage 1	257	284	-	583	567	-	-	-	-	-	-	-
Stage 2	546	566	-	257	284	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.17	0.05	0.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	-	541	96	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.072	0.047	-	-
HCM Control Delay (s/veh)	9.8	0	-	0	12.2	8.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	2	31	18	3	37
Future Volume (vph)	16	2	31	18	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986		0.951			
Flt Protected	0.957					0.996
Satd. Flow (prot)	1793	0	1807	0	0	1892
Flt Permitted	0.957					0.996
Satd. Flow (perm)	1793	0	1807	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	17	2	33	19	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	52	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

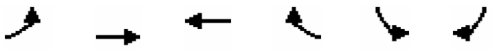
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	2	31	18	3	37
Future Vol, veh/h	16	2	31	18	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	2	33	19	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	88	43	0	0	52	0
Stage 1	43	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	917	1034	-	-	1567	-
Stage 1	985	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	916	1034	-	-	1567	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.96	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	135	-
HCM Lane V/C Ratio	-	-	0.021	0.002	-
HCM Control Delay (s/veh)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	374	344	4	4	4
Future Volume (vph)	4	374	344	4	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	1861	0	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		849	1135		591	
Travel Time (s)		16.5	56.3		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	407	374	4	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	411	378	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	374	344	4	4	4
Future Vol, veh/h	4	374	344	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	407	374	4	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	791	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1180	-	-	-	358	670
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	357	670
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	12.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	19	-	-	-	466
HCM Lane V/C Ratio	0.004	-	-	-	0.019
HCM Control Delay (s/veh)	8.1	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.0	1.6
Total Del/Veh (s)	10.0	0.9	0.6	4.3
Stop Delay (hr)	1.1	0.1	0.0	1.2
Stop Del/Veh (s)	8.0	0.3	0.3	3.2

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	23	65	20	22	48
Average Queue (ft)	1	53	1	1	5
95th Queue (ft)	10	59	9	11	27
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	56	0	0	0
Queuing Penalty (veh)	0	190	0	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	95	320	323	600	36	641	91
v/c Ratio	0.27	0.46	0.72	0.40	0.05	1.24	0.13
Control Delay (s/veh)	13.5	16.4	35.0	0.8	16.5	151.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	16.4	35.0	0.8	16.5	151.1	3.0
Queue Length 50th (ft)	24	96	137	0	10	~392	0
Queue Length 95th (ft)	49	155	221	0	32	#672	21
Internal Link Dist (ft)		1667	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	370	1061	720	1468	626	515	659
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.30	0.45	0.41	0.06	1.24	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	722	300	112	649	209	199	47	43
v/c Ratio	0.07	0.90	0.26	0.50	0.38	0.71	0.66	0.38	0.32
Control Delay (s/veh)	12.8	46.3	1.4	20.7	13.3	53.2	45.3	54.8	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	46.3	1.4	20.7	13.5	53.2	45.3	54.8	32.2
Queue Length 50th (ft)	8	467	0	20	141	137	113	31	12
Queue Length 95th (ft)	23	#738	23	m54	172	200	175	63	43
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	469	795	1166	242	1682	359	360	233	228
Starvation Cap Reductn	0	0	0	0	339	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.91	0.26	0.46	0.48	0.58	0.55	0.20	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

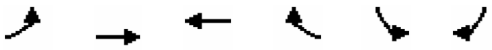


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR
Lane Group Flow (vph)	3	382	353	503	255	21
v/c Ratio	0.00	0.35	0.34	0.27	0.86	0.04
Control Delay (s/veh)	11.0	11.2	2.8	6.7	65.5	5.1
Queue Delay	0.0	0.7	0.4	0.2	0.0	0.0
Total Delay (s/veh)	11.0	11.9	3.2	7.0	65.5	5.1
Queue Length 50th (ft)	1	78	13	70	162	0
Queue Length 95th (ft)	m1	m125	m39	105	#270	12
Internal Link Dist (ft)		109		75	235	
Turn Bay Length (ft)						115
Base Capacity (vph)	655	1083	1023	1846	351	512
Starvation Cap Reductn	0	399	291	703	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.56	0.48	0.44	0.73	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

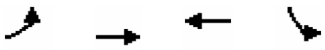
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	17	433	549	8	3	14
v/c Ratio	0.02	0.28	0.19	0.00	0.04	0.14
Control Delay (s/veh)	1.7	1.8	2.6	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.7	2.0	2.6	0.7	48.3	25.8
Queue Length 50th (ft)	1	35	24	0	2	0
Queue Length 95th (ft)	m4	57	68	2	11	19
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	772	1536	2863	1380	323	395
Starvation Cap Reductn	0	488	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.41	0.19	0.01	0.01	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	103	238	416	141
v/c Ratio	0.14	0.19	0.44	0.54
Control Delay (s/veh)	5.1	4.6	15.0	31.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.1	4.6	15.0	31.1
Queue Length 50th (ft)	10	26	108	47
Queue Length 95th (ft)	28	58	193	90
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	703	1246	941	541
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.44	0.26

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	251	32	283	379
v/c Ratio	0.53	0.05	0.19	0.58
Control Delay (s/veh)	17.8	11.4	0.3	15.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	11.4	0.3	15.1
Queue Length 50th (ft)	49	5	0	68
Queue Length 95th (ft)	103	18	0	129
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	738	989	1396	1181
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.03	0.20	0.32

Intersection Summary



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	299	258	321	61
v/c Ratio	0.59	0.58	0.60	0.08
Control Delay (s/veh)	21.8	22.2	19.3	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	22.2	19.3	11.4
Queue Length 50th (ft)	74	64	77	12
Queue Length 95th (ft)	131	117	128	28
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	980	1085	857	1145
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.24	0.37	0.05

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	443	292	65	128	414	143	227	548
v/c Ratio	1.35	1.20	0.12	0.43	0.72	0.22	0.62	0.81
Control Delay (s/veh)	200.3	149.5	1.6	12.7	25.3	1.8	18.3	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	200.3	149.5	1.6	12.7	25.3	1.8	18.3	28.5
Queue Length 50th (ft)	~233	~148	0	23	130	0	44	177
Queue Length 95th (ft)	#402	#286	9	46	218	15	#79	#339
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	328	243	524	296	702	736	361	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.35	1.20	0.12	0.43	0.59	0.19	0.63	0.74

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	108	393	384	897	39	797	145
v/c Ratio	0.34	0.50	0.77	0.57	0.10	1.53	0.20
Control Delay (s/veh)	14.4	16.6	36.4	1.5	16.4	273.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	16.6	36.4	1.5	16.4	273.8	6.9
Queue Length 50th (ft)	28	122	170	0	10	~566	9
Queue Length 95th (ft)	54	189	265	0	34	#866	50
Internal Link Dist (ft)		1580	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	330	1116	720	1553	373	519	691
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.35	0.53	0.58	0.10	1.54	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	691	442	91	919	312	298	39	28
v/c Ratio	0.05	0.83	0.35	0.43	0.52	0.87	0.80	0.33	0.21
Control Delay (s/veh)	13.0	39.6	1.5	16.7	13.4	64.5	53.7	53.6	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	39.6	1.5	16.7	13.9	64.5	53.7	53.6	34.0
Queue Length 50th (ft)	5	438	0	17	134	211	184	26	10
Queue Length 95th (ft)	15	#731	32	m41	m236	#365	#322	58	37
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	358	823	1237	234	1734	373	383	240	246
Starvation Cap Reductn	0	0	0	0	367	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.84	0.36	0.39	0.67	0.84	0.78	0.16	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	5	541	246	684	336	70	10
v/c Ratio	0.01	0.54	0.26	0.40	0.94	0.11	0.02
Control Delay (s/veh)	10.2	14.3	2.9	7.4	73.2	5.8	26.0
Queue Delay	0.0	0.7	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	10.2	15.1	2.9	7.7	73.2	5.8	26.0
Queue Length 50th (ft)	1	139	3	108	217	0	4
Queue Length 95th (ft)	m2	m197	m23	45	#387	29	17
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	544	997	944	1682	372	685	440
Starvation Cap Reductn	0	200	0	413	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.68	0.26	0.54	0.90	0.10	0.02

Intersection Summary

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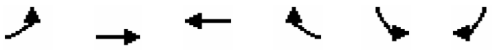
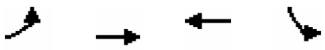


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	68	557	594	107	74	104
v/c Ratio	0.10	0.37	0.23	0.07	0.49	0.46
Control Delay (s/veh)	2.6	3.0	5.8	0.4	56.5	15.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.3	5.8	0.4	56.5	15.5
Queue Length 50th (ft)	6	53	65	0	48	0
Queue Length 95th (ft)	m15	88	104	7	92	49
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	720	1484	2489	1580	429	456
Starvation Cap Reductn	0	426	0	0	0	0
Spillback Cap Reductn	0	0	17	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.53	0.24	0.07	0.17	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	134	373	519	193
v/c Ratio	0.23	0.28	0.49	0.71
Control Delay (s/veh)	6.4	5.5	13.5	51.6
Queue Delay	0.0	0.0	1.6	0.0
Total Delay (s/veh)	6.4	5.5	15.1	51.6
Queue Length 50th (ft)	20	64	162	110
Queue Length 95th (ft)	47	127	288	170
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	578	1332	1052	435
Starvation Cap Reductn	0	0	347	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.28	0.74	0.44

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	277	50	310	495
v/c Ratio	0.60	0.08	0.20	0.64
Control Delay (s/veh)	21.9	13.5	0.3	16.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.9	13.5	0.3	16.1
Queue Length 50th (ft)	71	10	0	111
Queue Length 95th (ft)	163	34	0	230
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	655	889	1491	1123
Starvation Cap Reductn	0	0	0	28
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.06	0.21	0.45

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	337	317	323	82
v/c Ratio	0.49	0.61	0.64	0.12
Control Delay (s/veh)	17.8	22.0	25.6	16.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	22.0	25.6	16.4
Queue Length 50th (ft)	95	95	103	21
Queue Length 95th (ft)	189	200	239	61
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	949	892	753	947
Starvation Cap Reductn	43	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.36	0.43	0.09

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	764	412	92	299	654	99	221	699
v/c Ratio	2.77	1.29	0.17	1.17	0.93	0.14	0.92	0.99
Control Delay (s/veh)	826.5	181.2	3.5	129.4	44.2	0.4	58.0	55.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	826.5	181.2	3.5	129.4	44.2	0.4	58.0	55.1
Queue Length 50th (ft)	~531	~215	0	~90	242	0	42	256
Queue Length 95th (ft)	#642	#369	20	#234	#443	0	#161	#479
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	275	317	528	255	696	683	239	702
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.78	1.30	0.17	1.17	0.94	0.14	0.92	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	113	378	436	1170	42	775	147
v/c Ratio	0.36	0.45	0.80	0.73	0.09	1.50	0.20
Control Delay (s/veh)	14.5	15.4	37.0	3.1	16.5	263.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	15.4	37.0	3.1	16.5	263.3	7.1
Queue Length 50th (ft)	29	114	198	0	11	~562	10
Queue Length 95th (ft)	56	177	303	0	35	#838	50
Internal Link Dist (ft)		1629	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	325	1127	736	1583	421	514	709
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.34	0.59	0.74	0.10	1.51	0.21

Intersection Summary

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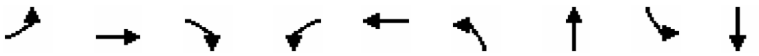
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	660	459	98	952	425	415	38	45
v/c Ratio	0.10	0.78	0.34	0.41	0.55	1.11	1.06	0.33	0.32
Control Delay (s/veh)	13.5	35.8	1.4	14.8	16.3	120.9	103.5	53.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	35.8	1.4	14.8	16.7	120.9	103.5	53.9	28.3
Queue Length 50th (ft)	8	399	0	20	185	~346	~315	25	9
Queue Length 95th (ft)	23	#665	32	m41	m302	#549	#518	57	44
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	328	838	1322	264	1718	380	388	233	254
Starvation Cap Reductn	0	0	0	0	321	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.79	0.35	0.37	0.68	1.12	1.07	0.16	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

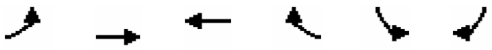
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	573	225	699	368	74	8
v/c Ratio	0.01	0.57	0.24	0.43	0.97	0.11	0.01
Control Delay (s/veh)	10.1	14.9	3.1	8.1	79.3	6.9	24.1
Queue Delay	0.0	0.8	0.0	0.3	4.7	0.0	0.0
Total Delay (s/veh)	10.1	15.7	3.1	8.4	84.0	6.9	24.1
Queue Length 50th (ft)	1	137	0	111	244	3	3
Queue Length 95th (ft)	m2	m225	m20	125	#434	32	15
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	529	994	919	1599	377	695	493
Starvation Cap Reductn	0	184	0	372	0	0	0
Spillback Cap Reductn	0	0	0	24	8	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.71	0.24	0.57	1.00	0.11	0.02

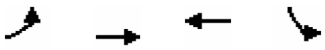
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	109	535	570	105	68	119
v/c Ratio	0.16	0.35	0.22	0.07	0.47	0.50
Control Delay (s/veh)	2.5	2.6	6.1	0.4	56.4	15.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.0	6.1	0.4	56.4	15.8
Queue Length 50th (ft)	10	51	62	0	45	0
Queue Length 95th (ft)	21	79	100	7	86	53
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	747	1517	2483	1593	421	471
Starvation Cap Reductn	0	504	0	0	0	0
Spillback Cap Reductn	0	0	31	0	0	1
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.53	0.23	0.07	0.16	0.25

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	133	342	484	237
v/c Ratio	0.22	0.26	0.47	0.76
Control Delay (s/veh)	7.4	6.4	14.7	51.2
Queue Delay	0.0	0.0	1.3	0.0
Total Delay (s/veh)	7.4	6.4	16.1	51.2
Queue Length 50th (ft)	22	64	158	135
Queue Length 95th (ft)	52	129	282	199
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	580	1284	1013	434
Starvation Cap Reductn	0	0	328	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.27	0.71	0.55

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	297	53	283	433
v/c Ratio	0.57	0.08	0.18	0.63
Control Delay (s/veh)	18.9	11.9	0.2	16.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.9	11.9	0.2	16.9
Queue Length 50th (ft)	65	9	0	95
Queue Length 95th (ft)	167	33	0	196
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	719	908	1494	1191
Starvation Cap Reductn	0	0	0	17
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.06	0.19	0.37

Intersection Summary



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	326	269	320	81
v/c Ratio	0.55	0.58	0.60	0.11
Control Delay (s/veh)	19.5	21.5	21.0	13.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	21.5	21.0	13.3
Queue Length 50th (ft)	83	69	84	17
Queue Length 95th (ft)	190	168	199	50
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1013	1000	869	1151
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.37	0.07

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	789	483	110	345	835	102	243	598
v/c Ratio	3.88	1.46	0.20	1.28	1.16	0.14	0.99	0.98
Control Delay (s/veh)	Error	250.5	4.6	172.8	112.5	0.4	73.0	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	250.5	4.6	172.8	112.5	0.4	73.0	55.0
Queue Length 50th (ft)	~522	~270	0	~123	~404	0	47	210
Queue Length 95th (ft)	#724	#434	28	#271	#604	1	#181	#417
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	203	329	541	268	716	721	245	606
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	3.89	1.47	0.20	1.29	1.17	0.14	0.99	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	85	366	388	896	39	800	103
v/c Ratio	0.26	0.46	0.75	0.56	0.07	1.48	0.14
Control Delay (s/veh)	13.3	15.9	35.0	1.4	15.6	253.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.3	15.9	35.0	1.4	15.6	253.6	4.0
Queue Length 50th (ft)	22	110	168	0	9	~548	0
Queue Length 95th (ft)	45	172	263	0	33	#866	27
Internal Link Dist (ft)		1630	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	342	1165	768	1599	495	537	716
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.31	0.51	0.56	0.08	1.49	0.14

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	671	485	85	734	360	343	44	67
v/c Ratio	0.07	1.02	0.41	0.34	0.49	0.93	0.86	0.29	0.35
Control Delay (s/veh)	13.8	74.9	2.1	16.9	20.6	65.1	50.3	39.1	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.8	74.9	2.1	16.9	20.6	65.1	50.3	39.1	17.2
Queue Length 50th (ft)	6	~414	0	23	124	186	162	21	4
Queue Length 95th (ft)	20	#673	40	51	238	#355	#317	50	39
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	395	653	1160	295	1473	384	398	315	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	1.03	0.42	0.29	0.50	0.94	0.86	0.14	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

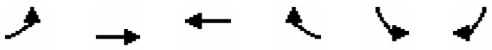
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	8	555	273	687	218	53	5
v/c Ratio	0.01	0.61	0.30	0.42	0.68	0.08	0.01
Control Delay (s/veh)	7.5	20.5	3.4	9.3	31.9	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay (s/veh)	7.5	20.5	3.4	9.8	31.9	3.2	0.0
Queue Length 50th (ft)	1	161	0	58	72	0	0
Queue Length 95th (ft)	7	#374	45	112	118	14	0
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	583	905	896	1605	459	747	619
Starvation Cap Reductn	0	0	0	484	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.61	0.30	0.61	0.47	0.07	0.01

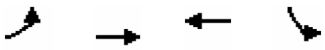
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	62	561	618	89	54	83
v/c Ratio	0.09	0.36	0.24	0.06	0.34	0.38
Control Delay (s/veh)	2.7	3.6	6.4	0.5	39.8	13.6
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	5.1	6.4	0.5	39.8	13.6
Queue Length 50th (ft)	5	66	62	0	26	0
Queue Length 95th (ft)	15	125	102	7	59	39
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	692	1532	2481	1555	442	466
Starvation Cap Reductn	0	750	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.72	0.25	0.06	0.12	0.18

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	107	385	468	190
v/c Ratio	0.16	0.31	0.54	0.61
Control Delay (s/veh)	5.9	5.9	17.3	32.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	5.9	17.3	32.0
Queue Length 50th (ft)	12	51	130	65
Queue Length 95th (ft)	32	109	246	121
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	655	1233	854	561
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.31	0.55	0.34

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	226	35	280	428
v/c Ratio	0.50	0.05	0.17	0.55
Control Delay (s/veh)	17.6	12.1	0.2	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	12.1	0.2	13.0
Queue Length 50th (ft)	41	5	0	69
Queue Length 95th (ft)	121	24	0	167
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	781	1054	1494	1332
Starvation Cap Reductn	0	0	0	18
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.03	0.19	0.33

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	325	240	327	83
v/c Ratio	0.57	0.53	0.58	0.12
Control Delay (s/veh)	20.1	20.3	18.7	11.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	20.3	18.7	11.9
Queue Length 50th (ft)	78	57	76	16
Queue Length 95th (ft)	190	148	180	46
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1118	1110	955	1175
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.34	0.07

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	853	435	127	367	489	85	303	777
v/c Ratio	3.33	1.25	0.22	1.43	0.70	0.11	0.88	1.10
Control Delay (s/veh)	Error	161.1	4.8	236.1	23.4	0.3	42.2	89.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	161.1	4.8	236.1	23.4	0.3	42.2	89.5
Queue Length 50th (ft)	~534	~221	0	~153	158	0	61	~355
Queue Length 95th (ft)	#741	#379	33	#306	260	0	#165	#555
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	256	349	566	255	697	722	343	702
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	3.33	1.25	0.22	1.44	0.70	0.12	0.88	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	65	331	276	747	46	712	80
v/c Ratio	0.20	0.48	0.63	0.46	0.05	1.18	0.10
Control Delay (s/veh)	13.6	17.6	30.8	0.9	13.7	122.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.6	17.6	30.8	0.9	13.7	122.6	2.0
Queue Length 50th (ft)	17	97	110	0	11	~406	0
Queue Length 95th (ft)	37	156	187	0	34	#690	14
Internal Link Dist (ft)		1680	386		67	1007	
Turn Bay Length (ft)	195						125
Base Capacity (vph)	352	1308	826	1615	786	602	770
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.25	0.33	0.46	0.06	1.18	0.10

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	621	374	66	616	250	242	53	64
v/c Ratio	0.16	0.86	0.30	0.27	0.45	0.70	0.65	0.33	0.32
Control Delay (s/veh)	14.4	44.4	1.7	16.4	23.1	40.1	34.2	39.6	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	44.4	1.7	16.4	23.1	40.1	34.2	39.6	16.0
Queue Length 50th (ft)	17	~355	0	18	132	117	100	26	3
Queue Length 95th (ft)	41	#612	35	43	203	197	177	58	37
Internal Link Dist (ft)		46			6		472		27
Turn Bay Length (ft)									
Base Capacity (vph)	433	714	1226	300	1350	403	413	315	335
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.87	0.31	0.22	0.46	0.62	0.59	0.17	0.19

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	13	512	255	551	210	50	6
v/c Ratio	0.02	0.56	0.27	0.31	0.68	0.07	0.01
Control Delay (s/veh)	7.4	19.0	3.4	8.1	32.1	3.0	13.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.4	19.0	3.4	8.4	32.1	3.0	13.1
Queue Length 50th (ft)	2	143	0	44	70	0	1
Queue Length 95th (ft)	9	#334	43	87	115	13	8
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	629	910	913	1775	449	773	528
Starvation Cap Reductn	0	0	0	617	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.56	0.28	0.48	0.47	0.06	0.01

Intersection Summary

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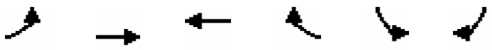
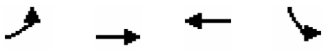


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	89	486	464	84	52	100
v/c Ratio	0.12	0.31	0.18	0.06	0.33	0.43
Control Delay (s/veh)	2.7	3.2	6.1	0.6	39.6	13.8
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.5	6.1	0.6	39.6	13.8
Queue Length 50th (ft)	8	53	45	0	25	0
Queue Length 95th (ft)	19	101	75	7	57	42
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	773	1535	2498	1552	451	478
Starvation Cap Reductn	0	800	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.66	0.19	0.05	0.12	0.21

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	73	374	457	137
v/c Ratio	0.10	0.25	0.37	0.63
Control Delay (s/veh)	3.8	4.1	9.4	51.3
Queue Delay	0.0	0.0	0.8	0.0
Total Delay (s/veh)	3.8	4.1	10.2	51.3
Queue Length 50th (ft)	8	52	118	79
Queue Length 95th (ft)	22	101	204	130
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	732	1443	1231	458
Starvation Cap Reductn	0	0	473	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.26	0.60	0.30

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	223	46	283	423
v/c Ratio	0.48	0.07	0.17	0.55
Control Delay (s/veh)	17.2	12.1	0.2	12.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	12.1	0.2	12.6
Queue Length 50th (ft)	40	7	0	66
Queue Length 95th (ft)	114	29	0	155
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	814	1039	1569	1343
Starvation Cap Reductn	0	0	0	16
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.04	0.18	0.32

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	332	241	306	74
v/c Ratio	0.57	0.52	0.57	0.10
Control Delay (s/veh)	19.5	19.5	18.8	12.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	19.5	18.8	12.0
Queue Length 50th (ft)	74	53	69	14
Queue Length 95th (ft)	185	141	163	42
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1141	1132	956	1232
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.21	0.32	0.06

Intersection Summary



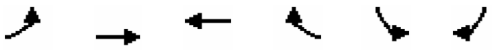
Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	607	373	82	231	493	176	621	603
v/c Ratio	1.90	1.15	0.15	0.84	0.73	0.24	1.85	0.89
Control Delay (s/veh)	440.3	125.5	2.6	41.4	24.5	2.7	413.5	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	440.3	125.5	2.6	41.4	24.5	2.7	413.5	35.7
Queue Length 50th (ft)	~375	~180	0	44	158	0	~314	200
Queue Length 95th (ft)	#560	#328	16	#147	258	26	#563	#380
Internal Link Dist (ft)	72	214			1007			685
Turn Bay Length (ft)			410	145			350	
Base Capacity (vph)	318	344	562	272	767	783	335	765
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.91	1.08	0.15	0.85	0.64	0.22	1.85	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ATTACHMENT N: LOS CALCULATIONS – FULL BUILD CONDITIONS – REASONABLE WORST CASE SCENARIO



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	189	236	96	157	44
Future Volume (vph)	23	189	236	96	157	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1659	1624	0	1556	1553
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1659	1624	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	35	291	363	148	242	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	326	511	0	242	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	189	236	96	157	44
Future Vol, veh/h	23	189	236	96	157	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	35	291	363	148	242	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	798	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	960	-	-	-	336	615
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	321	615
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.97	0	37.94
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	195	-	-	-	321	615
HCM Lane V/C Ratio	0.037	-	-	-	0.752	0.081
HCM Control Delay (s/veh)	8.9	0	-	-	43.4	11.4
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	5.8	0.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	345	37	17	353	14	23
Future Volume (vph)	345	37	17	353	14	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.916	
Flt Protected				0.998	0.981	
Satd. Flow (prot)	1769	0	0	1778	1238	0
Flt Permitted				0.998	0.981	
Satd. Flow (perm)	1769	0	0	1778	1238	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	383	41	19	392	16	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	0	0	411	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

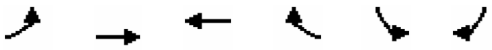
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	345	37	17	353	14	23
Future Vol, veh/h	345	37	17	353	14	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	383	41	19	392	16	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	424	0	834	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1146	-	286	585
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1146	-	280	585
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	14.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	-	-	83	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s/veh)	14.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	292	299	68	66	71
Future Volume (vph)	75	292	299	68	66	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.975		0.930	
Flt Protected		0.990			0.976	
Satd. Flow (prot)	0	1844	1816	0	1691	0
Flt Permitted		0.990			0.976	
Satd. Flow (perm)	0	1844	1816	0	1691	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1962	1775		930	
Travel Time (s)		38.2	34.6		21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	317	325	74	72	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	399	399	0	149	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

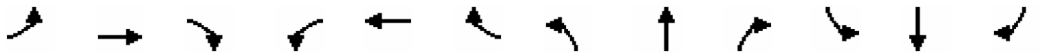
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	292	299	68	66	71
Future Vol, veh/h	75	292	299	68	66	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	317	325	74	72	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	399	0	-	0	842	362
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1160	-	-	-	334	683
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	622	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1160	-	-	-	306	683
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.7	0	17.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	368	-	-	-	428
HCM Lane V/C Ratio	0.07	-	-	-	0.348
HCM Control Delay (s/veh)	8.3	0	-	-	17.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

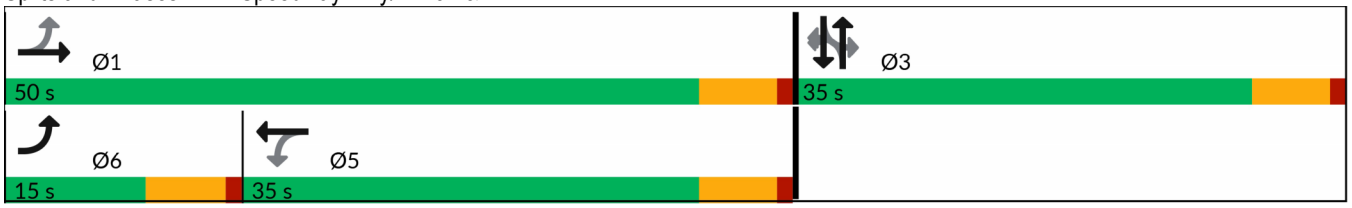


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	291	4	3	301	573	7	25	1	552	28	86
Future Volume (vph)	90	291	4	3	301	573	7	25	1	552	28	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.996				0.850
Flt Protected	0.950							0.989			0.955	
Satd. Flow (prot)	1719	1676	0	0	1735	1468	0	1729	0	0	1662	1417
Flt Permitted	0.288				0.996			0.881			0.710	
Satd. Flow (perm)	521	1676	0	0	1728	1468	0	1540	0	0	1236	1417
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				616		1				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1775			466			147			1087	
Travel Time (s)		34.6			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	97	313	4	3	324	616	8	27	1	594	30	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	317	0	0	327	616	0	36	0	0	624	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	29.5	29.5			18.6	71.7		29.8			29.8	29.8
Actuated g/C Ratio	0.41	0.41			0.26	1.00		0.42			0.42	0.42
v/c Ratio	0.27	0.45			0.73	0.41		0.05			1.21	0.14
Control Delay (s/veh)	13.5	16.3			35.1	0.8		16.6			139.4	3.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.5	16.3			35.1	0.8		16.6			139.4	3.1
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.7			12.8			16.6			121.9	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 71.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay (s/veh): 50.5		Intersection LOS: D	
Intersection Capacity Utilization 85.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	884	2	11	853	1	8
Future Volume (vph)	884	2	11	853	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.878	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1724	0	0	3277	1660	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1724	0	0	3277	1660	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	971	2	12	937	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	973	0	0	949	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

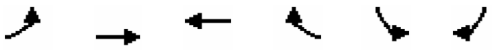
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	884	2	11	853	1	8
Future Vol, veh/h	884	2	11	853	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	971	2	12	937	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	974	0	1465	973
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	653	-	131	309
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	653	-	128	309
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	46	-
HCM Lane V/C Ratio	0.037	-	-	0.019	-
HCM Control Delay (s/veh)	19	-	-	10.6	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	892	861	2	3	3
Future Volume (vph)	0	892	861	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3340	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3340	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	949	916	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	949	918	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

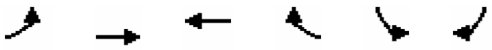
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	892	861	2	3	3
Future Vol, veh/h	0	892	861	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	949	916	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	918	0	-	0	1866	459
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	949	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	752	-	-	-	55	554
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	316	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	752	-	-	-	55	554
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	316	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	43.57
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	752	-	-	-	100
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Control Delay (s/veh)	0	-	-	-	43.6
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	895	812	0	8	51
Future Volume (vph)	0	895	812	0	8	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	0	4759	3343	0	1586	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4759	3343	0	1586	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	952	864	0	9	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	952	864	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

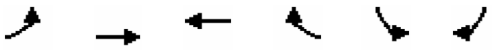
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	895	812	0	8	51
Future Vol, veh/h	0	895	812	0	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	952	864	0	9	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1245	432
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	200	561
Stage 1	0	-	-	0	368	-
Stage 2	0	-	-	0	630	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	200	561
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	630	-

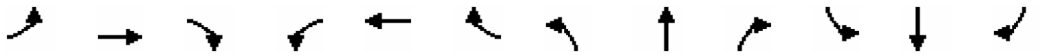
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.28
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	451
HCM Lane V/C Ratio	-	-	0.139
HCM Control Delay (s/veh)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	873	812	28	0	0
Future Volume (vph)	29	873	812	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.998				
Satd. Flow (prot)	0	4756	3334	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4756	3334	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	31	929	864	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	960	894	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

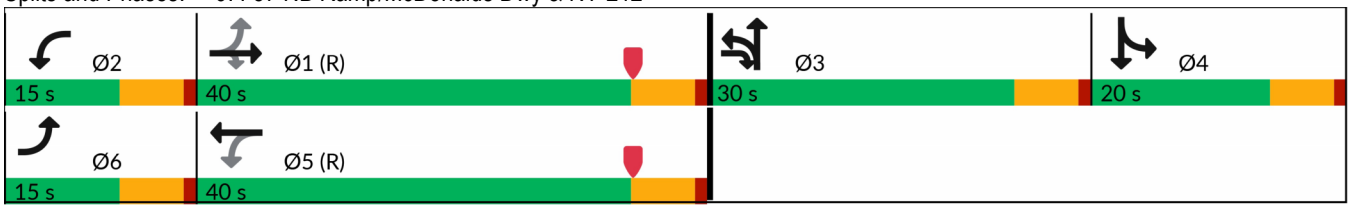


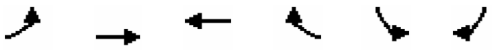
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	607	241	95	527	30	294	7	59	40	16	20
Future Volume (vph)	25	607	241	95	527	30	294	7	59	40	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.950			0.916	
Flt Protected	0.950			0.950			0.950	0.969		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3199	0	1573	1497	0	1752	1561	0
Flt Permitted	0.379			0.119			0.950	0.969		0.950		
Satd. Flow (perm)	686	1712	1455	209	3199	0	1573	1497	0	1752	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284		6			22			24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	29	714	284	112	620	35	346	8	69	47	19	24
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	29	714	284	112	655	0	215	208	0	47	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	53.9	48.6	74.4	60.1	54.9		19.8	19.8		7.4	7.4	
Actuated g/C Ratio	0.51	0.46	0.71	0.57	0.52		0.19	0.19		0.07	0.07	
v/c Ratio	0.07	0.90	0.25	0.50	0.39		0.72	0.69		0.38	0.32	
Control Delay (s/veh)	12.9	45.7	1.4	19.8	13.4		53.8	47.2		54.8	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.1		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.9	45.7	1.4	19.8	13.6		53.8	47.2		54.8	32.2	
LOS	B	D	A	B	B		D	D		D	C	
Approach Delay (s/veh)		32.6			14.6			50.6			44.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 30.3		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	707	652	0	0	0
Future Volume (vph)	0	707	652	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	777	716	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	716	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

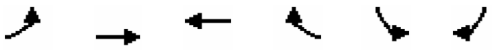
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	707	652	0	0	0
Future Vol, veh/h	0	707	652	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	777	716	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1493	358
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	777	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	156	549
Stage 1	0	-	-	0	373	-
Stage 2	0	-	-	0	444	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	156	549
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	707	652	0	0	0
Future Volume (vph)	0	707	652	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	777	716	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	716	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

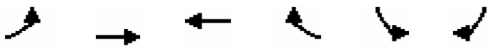
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	707	652	0	0	0
Future Vol, veh/h	0	707	652	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	777	716	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	716	0	-	0	1493	358
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	777	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	894	-	-	-	126	639
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	894	-	-	-	126	639
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	894	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	694	651	9	0	1
Future Volume (vph)	13	694	651	9	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4761	3304	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4761	3304	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	14	763	715	10	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	725	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	694	651	9	0	1
Future Vol, veh/h	13	694	651	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	14	763	715	10	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	725	0	-	0	1054	363
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	887	-	-	-	258	640
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	887	-	-	-	253	640
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	10.64
HCM LOS			B

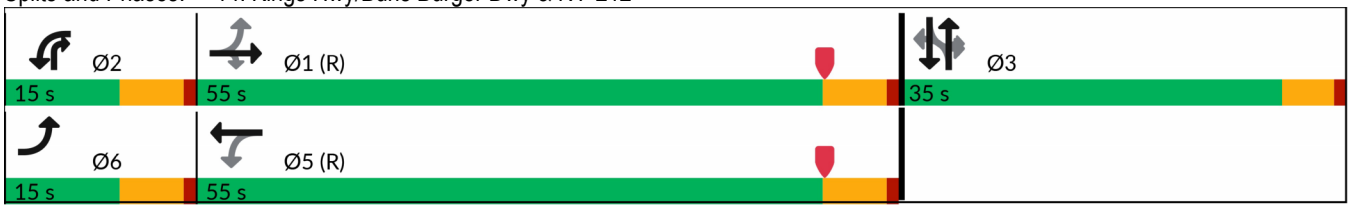
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	99	-	-	-	640
HCM Lane V/C Ratio	0.016	-	-	-	0.002
HCM Control Delay (s/veh)	9.1	0.2	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	359	332	64	416	1	244	0	20	0	0	0
Future Volume (vph)	3	359	332	64	416	1	244	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.993			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3359	0	0	1543	1324	0	1900	0
Flt Permitted	0.466				0.844			0.757				
Satd. Flow (perm)	885	1759	1442	0	2855	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			349						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	378	349	67	438	1	257	0	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	378	349	0	506	0	0	257	21	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.4	64.5	64.5		67.5			25.3	34.8			
Actuated g/C Ratio	0.63	0.61	0.61		0.64			0.24	0.33			
v/c Ratio	0.00	0.35	0.34		0.27			0.87	0.04			
Control Delay (s/veh)	11.0	11.2	2.8		6.8			65.7	5.1			
Queue Delay	0.0	0.7	0.4		0.2			0.0	0.0			
Total Delay (s/veh)	11.0	12.0	3.2		7.1			65.7	5.1			
LOS	B	B	A		A			E	A			
Approach Delay (s/veh)		7.8			7.1			61.2				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 17.4		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	369	10	10	477	4	14
Future Volume (vph)	369	10	10	477	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.996				0.893	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3297	0	0	3368	1505	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3297	0	0	3368	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	401	11	11	518	4	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	412	0	0	529	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

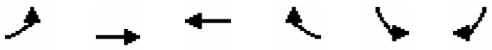
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	369	10	10	477	4	14
Future Vol, veh/h	369	10	10	477	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	401	11	11	518	4	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	412	0	688	206
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1082	-	333	782
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1082	-	330	782
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.26	11.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	74	-
HCM Lane V/C Ratio	0.033	-	-	0.01	-
HCM Control Delay (s/veh)	11.2	-	-	8.4	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

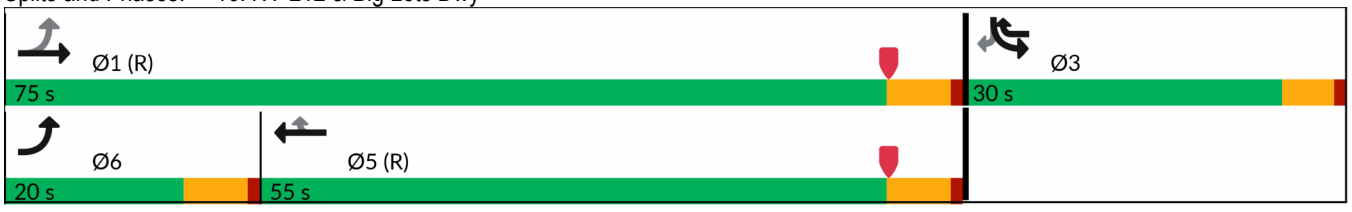


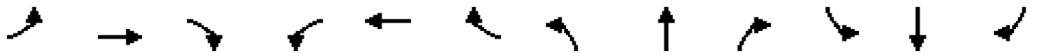
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	368	475	7	3	12
Future Volume (vph)	15	368	475	7	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.415				0.950	
Satd. Flow (perm)	730	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		14
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	17	428	552	8	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	428	552	8	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	92.7	95.1	90.8	98.7	5.3	5.3
Actuated g/C Ratio	0.88	0.91	0.86	0.94	0.05	0.05
v/c Ratio	0.02	0.27	0.19	0.00	0.04	0.14
Control Delay (s/veh)	1.7	1.8	2.6	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.7	2.0	2.6	0.7	48.3	25.8
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		2.0	2.7		29.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	368	3	35	481	0	0	0	49	1	0	0
Future Volume (vph)	0	368	3	35	481	0	0	0	49	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	418	3	40	547	0	0	0	56	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	421	0	40	547	0	0	56	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	368	3	35	481	0	0	0	49	1	0	0
Future Vol, veh/h	0	368	3	35	481	0	0	0	49	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	418	3	40	547	0	0	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	547	0	0	422	0	0	1046	1046	420	1044	1048	547
Stage 1	-	-	-	-	-	-	420	420	-	626	626	-
Stage 2	-	-	-	-	-	-	626	626	-	418	422	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	1132	-	-	208	230	619	209	230	541
Stage 1	-	-	-	-	-	-	615	593	-	475	480	-
Stage 2	-	-	-	-	-	-	475	480	-	616	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	1132	-	-	201	222	619	183	222	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	222	-	183	222	-
Stage 1	-	-	-	-	-	-	615	593	-	459	463	-
Stage 2	-	-	-	-	-	-	459	463	-	561	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.56	11.39	24.76
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	619	1033	-	-	1132	-	-	183
HCM Lane V/C Ratio	0.09	-	-	-	0.035	-	-	0.006
HCM Control Delay (s/veh)	11.4	0	-	-	8.3	-	-	24.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

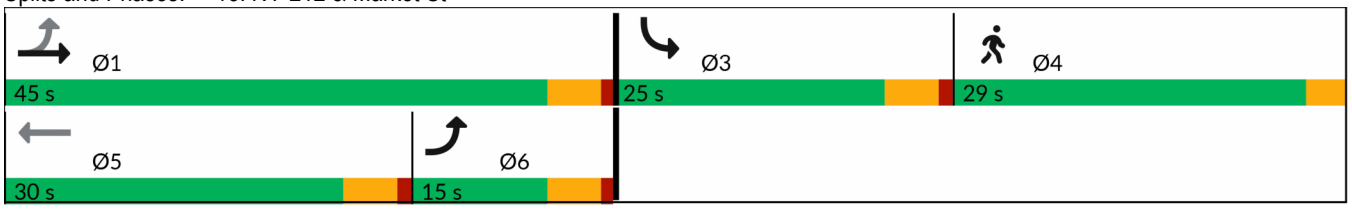


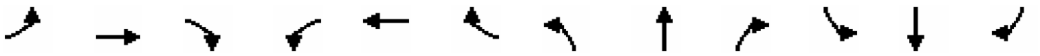
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	88	202	318	42	49	73	
Future Volume (vph)	88	202	318	42	49	73	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.919		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1641	1712	1776	0	1559	0	
Flt Permitted	0.441				0.980		
Satd. Flow (perm)	762	1712	1776	0	1559	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	102	235	370	49	57	85	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	102	235	419	0	142	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.2		9.7		
Actuated g/C Ratio	0.67	0.67	0.47		0.16		
v/c Ratio	0.15	0.20	0.50		0.56		
Control Delay (s/veh)	5.2	4.7	15.8		31.9		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.2	4.7	15.8		31.9		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.9	15.9		31.9		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 59.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





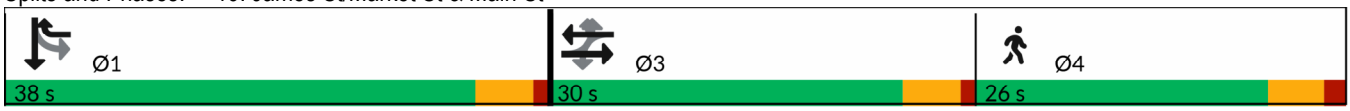
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	23	1	0	24	214	0	0	0	186	0	95
Future Volume (vph)	164	23	1	0	24	214	0	0	0	186	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.954	
Flt Protected		0.958									0.968	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1576	0
Flt Permitted		0.730									0.968	
Satd. Flow (perm)	0	1301	0	0	1743	1442	0	0	0	0	1576	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	219	31	1	0	32	285	0	0	0	248	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	32	285	0	0	0	0	375	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.6			16.6	46.1					19.0	
Actuated g/C Ratio		0.36			0.36	1.00					0.41	
v/c Ratio		0.53			0.05	0.19					0.57	
Control Delay (s/veh)		17.7			11.3	0.3					15.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.7			11.3	0.3					15.0	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.8			1.4						15.1	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 46.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

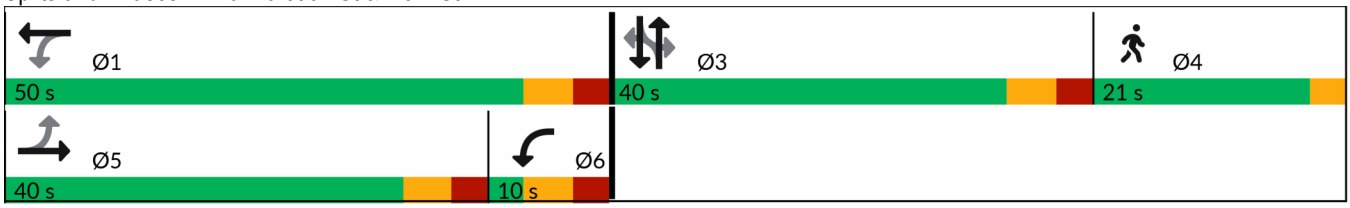
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	89	111	67	109	7	124	25	81	3	36	4
Future Volume (vph)	9	89	111	67	109	7	124	25	81	3	36	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.928			0.995			0.952			0.987	
Flt Protected		0.998			0.982			0.974			0.997	
Satd. Flow (prot)	0	1558	0	0	1711	0	0	1623	0	0	1824	0
Flt Permitted		0.977			0.776			0.798			0.974	
Satd. Flow (perm)	0	1525	0	0	1352	0	0	1330	0	0	1782	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	13	125	156	94	154	10	175	35	114	4	51	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	294	0	0	258	0	0	324	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.8			17.8			21.8			21.8	
Actuated g/C Ratio		0.33			0.33			0.40			0.40	
v/c Ratio		0.59			0.58			0.60			0.08	
Control Delay (s/veh)		21.8			22.4			19.3			11.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		21.8			22.4			19.3			11.3	
LOS		C			C			B			B	
Approach Delay (s/veh)		21.8			22.4			19.3			11.4	
Approach LOS		C			C			B			B	

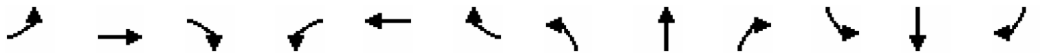
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 54.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

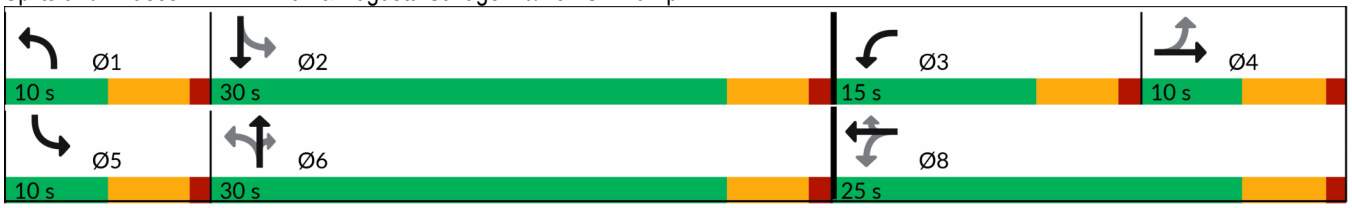


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	116	140	116	179	73	130	418	140	228	410	143
Future Volume (vph)	124	116	140	116	179	73	130	418	140	228	410	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950				0.850			0.850		0.961	
Flt Protected		0.984			0.981		0.950			0.950		
Satd. Flow (prot)	0	1362	0	0	1113	1346	1805	1696	1495	1736	1736	0
Flt Permitted		0.642			0.677		0.216			0.323		
Satd. Flow (perm)	0	889	0	0	768	1346	410	1696	1495	590	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35				117			201		31	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	127	118	143	118	183	74	133	427	143	233	418	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	388	0	0	301	74	133	427	143	233	564	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.2			20.2	20.2	26.0	21.0	21.0	27.2	23.4	
Actuated g/C Ratio		0.33			0.33	0.33	0.42	0.34	0.34	0.44	0.38	
v/c Ratio		1.23			1.19	0.14	0.46	0.73	0.22	0.65	0.82	
Control Delay (s/veh)		152.7			146.0	2.2	13.4	25.8	1.8	20.0	29.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		152.7			146.0	2.2	13.4	25.8	1.8	20.0	29.7	
LOS		F			F	A	B	C	A	C	C	
Approach Delay (s/veh)		152.7			117.6			18.6			26.9	
Approach LOS		F			F			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 61.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay (s/veh): 60.9		Intersection LOS: E	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	611	776	0
Future Volume (vph)	0	4	4	611	776	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	800	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	671	853	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	671	853	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	611	776	0
Future Vol, veh/h	0	4	4	611	776	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	671	853	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	853	853	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	130	327	795	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	327	795	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.16	0.06	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	327	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-
HCM Control Delay (s/veh)	9.6	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	96	137	474	680	30
Future Volume (vph)	20	96	137	474	680	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.994	
Flt Protected	0.991			0.989		
Satd. Flow (prot)	1641	0	0	1842	1852	0
Flt Permitted	0.991			0.989		
Satd. Flow (perm)	1641	0	0	1842	1852	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	487			800	1820	
Travel Time (s)	11.1			9.9	22.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	104	149	515	739	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	664	772	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	96	137	474	680	30
Future Vol, veh/h	20	96	137	474	680	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	104	149	515	739	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	755	772	0	-	0
Stage 1	755	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	122	408	843	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	408	843	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	31.96	2.28	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	404	-	256	-	-
HCM Lane V/C Ratio	0.177	-	0.492	-	-
HCM Control Delay (s/veh)	10.2	0	32	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.6	-	2.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	492	704	0
Future Volume (vph)	0	4	2	492	704	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1790	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1790	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1820	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	559	800	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	561	800	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

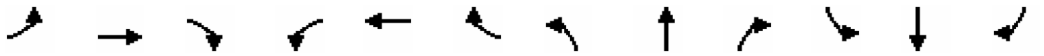
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	492	704	0
Future Vol, veh/h	0	4	2	492	704	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	559	800	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1364	800	800	0	-	0
Stage 1	800	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	164	319	647	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	319	647	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.44	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	319	-	-
HCM Lane V/C Ratio	0.004	-	0.014	-	-
HCM Control Delay (s/veh)	10.6	0	16.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	15	53	7	26	9	431	52	89	637	1
Future Volume (vph)	0	11	15	53	7	26	9	431	52	89	637	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.958			0.986				
Flt Protected					0.970			0.999			0.994	
Satd. Flow (prot)	0	1682	0	0	1701	0	0	1618	0	0	1807	0
Flt Permitted					0.970			0.999			0.994	
Satd. Flow (perm)	0	1682	0	0	1701	0	0	1618	0	0	1807	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	12	16	56	7	28	10	459	55	95	678	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	91	0	0	524	0	0	774	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	15	53	7	26	9	431	52	89	637	1
Future Vol, veh/h	0	11	15	53	7	26	9	431	52	89	637	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	17	8	40	15	17	1	5	0
Mvmt Flow	0	12	16	56	7	28	10	459	55	95	678	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1349	1401	678	1378	1373	486	679	0	0	514	0	0
Stage 1	868	868	-	505	505	-	-	-	-	-	-	-
Stage 2	481	533	-	873	868	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.67	6.28	4.5	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.153	3.372	2.56	-	-	2.209	-	-
Pot Cap-1 Maneuver	129	135	456	123	136	569	759	-	-	1057	-	-
Stage 1	350	359	-	553	516	-	-	-	-	-	-	-
Stage 2	570	512	-	348	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	113	456	91	114	569	759	-	-	1057	-	-
Mov Cap-2 Maneuver	98	113	-	91	114	-	-	-	-	-	-	-
Stage 1	300	307	-	543	507	-	-	-	-	-	-	-
Stage 2	525	503	-	276	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.84	88.13	0.18	1.07
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	200	125	220	-	-
HCM Lane V/C Ratio	0.013	-	-	0.138	0.732	0.09	-	-
HCM Control Delay (s/veh)	9.8	0	-	25.8	88.1	8.7	0	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	4.1	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	156	2	351	106	0	570
Future Volume (vph)	156	2	351	106	0	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.969			
Flt Protected	0.953					
Satd. Flow (prot)	1690	0	1688	0	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1690	0	1688	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	170	2	382	115	0	620
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	0	497	0	0	620
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	156	2	351	106	0	570
Future Vol, veh/h	156	2	351	106	0	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	7	16	0	5
Mvmt Flow	170	2	382	115	0	620

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1059	439	0	0	497	0
Stage 1	439	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	243	622	-	-	1078	-
Stage 1	639	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	622	-	-	1078	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	48.08	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	1078	-
HCM Lane V/C Ratio	-	-	0.701	-	-
HCM Control Delay (s/veh)	-	-	48.1	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	4.7	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	34	0	354	0	48	565	0
Future Volume (vph)	0	1	4	1	0	34	0	354	0	48	565	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	35	0	369	0	50	589	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	36	0	0	369	0	0	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	4	1	0	34	0	354	0	48	565	0
Future Vol, veh/h	0	1	4	1	0	34	0	354	0	48	565	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	35	0	369	0	50	589	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1057	1057	589	1058	1057	369	589	0	0	369	0	0
Stage 1	689	689	-	369	369	-	-	-	-	-	-	-
Stage 2	369	369	-	689	689	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	205	153	468	135	227	653	997	-	-	1173	-	-
Stage 1	439	327	-	491	624	-	-	-	-	-	-	-
Stage 2	655	480	-	311	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	143	468	124	212	653	997	-	-	1173	-	-
Mov Cap-2 Maneuver	181	143	-	124	212	-	-	-	-	-	-	-
Stage 1	412	306	-	491	624	-	-	-	-	-	-	-
Stage 2	620	480	-	288	421	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.35	11.6	0	0.64
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	322	582	141	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.063	0.043	-	-
HCM Control Delay (s/veh)	0	-	-	16.4	11.6	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	4	59	11	0	77
Future Volume (vph)	24	4	59	11	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.978			
Flt Protected	0.959					
Satd. Flow (prot)	1787	0	1626	0	0	1667
Flt Permitted	0.959					
Satd. Flow (perm)	1787	0	1626	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	43	7	105	20	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	125	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	4	59	11	0	77
Future Vol, veh/h	24	4	59	11	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	43	7	105	20	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	115	0	0	125	0
Stage 1	115	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	740	943	-	-	1474	-
Stage 1	915	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	943	-	-	1474	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.04	0	0
HCM LOS	B		

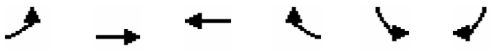
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	1474	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s/veh)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.5
Total Del/Veh (s)	5.3	9.1	1.0	0.4	3.9
Stop Delay (hr)	0.0	1.0	0.1	0.0	1.0
Stop Del/Veh (s)	4.2	7.1	0.3	0.1	2.8

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	44	74	16	34	55
Average Queue (ft)	13	54	1	4	9
95th Queue (ft)	40	63	9	21	37
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	1	51	0	0	0
Queuing Penalty (veh)	2	156	0	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	299	262	182	110	30
Future Volume (vph)	46	299	262	182	110	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.945			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1745	1723	0	1641	1417
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1745	1723	0	1641	1417
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	8%	3%	6%	10%	14%
Adj. Flow (vph)	47	308	270	188	113	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	355	458	0	113	31
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

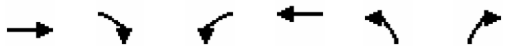
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	299	262	182	110	30
Future Vol, veh/h	46	299	262	182	110	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	8	3	6	10	14
Mvmt Flow	47	308	270	188	113	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	767	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	4.19	-	-	-	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.281	-	-	-	3.59	3.426
Pot Cap-1 Maneuver	1067	-	-	-	359	655
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	340	655
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.14	0	18.65
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	240	-	-	-	340	655
HCM Lane V/C Ratio	0.044	-	-	-	0.334	0.047
HCM Control Delay (s/veh)	8.5	0	-	-	20.8	10.8
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	32	26	456	34	27
Future Volume (vph)	435	32	26	456	34	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.940	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1794	0	0	1793	1616	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1794	0	0	1793	1616	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	0%	6%	0%	17%
Adj. Flow (vph)	453	33	27	475	35	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	486	0	0	502	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

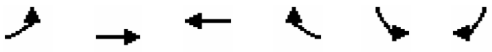
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	32	26	456	34	27
Future Vol, veh/h	435	32	26	456	34	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	4	0	6	0	17
Mvmt Flow	453	33	27	475	35	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	999	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1087	-	272	564
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	263	564
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.45	17.81
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	97	-
HCM Lane V/C Ratio	0.185	-	-	0.025	-
HCM Control Delay (s/veh)	17.8	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	103	359	380	117	111	101
Future Volume (vph)	103	359	380	117	111	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.936	
Flt Protected		0.989			0.974	
Satd. Flow (prot)	0	1842	1803	0	1698	0
Flt Permitted		0.989			0.974	
Satd. Flow (perm)	0	1842	1803	0	1698	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1953	1785		1044	
Travel Time (s)		38.0	34.8		23.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	390	413	127	121	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	502	540	0	231	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	359	380	117	111	101
Future Vol, veh/h	103	359	380	117	111	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	390	413	127	121	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	540	0	-	0	1091	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1028	-	-	-	238	588
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1028	-	-	-	205	588
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.99	0	48.98
HCM LOS			E

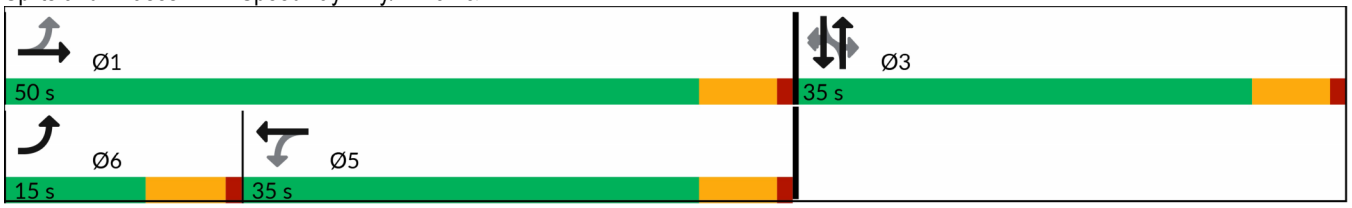
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	401	-	-	-	297
HCM Lane V/C Ratio	0.109	-	-	-	0.776
HCM Control Delay (s/veh)	8.9	0	-	-	49
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	382	5	5	373	893	8	23	7	756	45	143
Future Volume (vph)	107	382	5	5	373	893	8	23	7	756	45	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.976				0.850
Flt Protected	0.950				0.999			0.990			0.955	
Satd. Flow (prot)	1641	1819	0	0	1792	1553	0	1629	0	0	1730	1538
Flt Permitted	0.233				0.994			0.555			0.709	
Satd. Flow (perm)	402	1819	0	0	1783	1553	0	913	0	0	1284	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				907		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1785			466			147			1087	
Travel Time (s)		34.8			9.1			3.3			13.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	25%	0%	6%	4%	14%	11%	17%	5%	3%	5%
Adj. Flow (vph)	110	394	5	5	385	921	8	24	7	779	46	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	399	0	0	390	921	0	39	0	0	825	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	31.9	31.9			20.8	74.1		29.9			29.9	29.9
Actuated g/C Ratio	0.43	0.43			0.28	1.00		0.40			0.40	0.40
v/c Ratio	0.35	0.50			0.78	0.59		0.10			1.59	0.21
Control Delay (s/veh)	14.5	16.7			36.6	1.6		16.5			300.1	7.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	14.5	16.7			36.6	1.6		16.5			300.1	7.0
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		16.2			12.1			16.5			255.8	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 74.1			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay (s/veh): 96.6		Intersection LOS: F	
Intersection Capacity Utilization 106.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1097	6	20	1292	1	11
Future Volume (vph)	1097	6	20	1292	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.876	
Flt Protected				0.999	0.996	
Satd. Flow (prot)	1808	0	0	3431	1658	0
Flt Permitted				0.999	0.996	
Satd. Flow (perm)	1808	0	0	3431	1658	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	13%	5%	0%	0%
Adj. Flow (vph)	1131	6	21	1332	1	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1137	0	0	1353	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

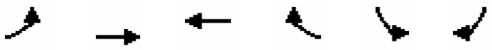
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1097	6	20	1292	1	11
Future Vol, veh/h	1097	6	20	1292	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	13	5	0	0
Mvmt Flow	1131	6	21	1332	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1137	0	1841	1134
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	707	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	563	-	76	249
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	563	-	71	249
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.82	23.59
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	206	-	-	55	-
HCM Lane V/C Ratio	0.06	-	-	0.037	-
HCM Control Delay (s/veh)	23.6	-	-	11.6	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1107	1310	5	1	2
Future Volume (vph)	1	1107	1310	5	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.910	
Flt Protected					0.984	
Satd. Flow (prot)	0	1776	3403	0	1701	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1776	3403	0	1701	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	1	1165	1379	5	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1166	1384	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

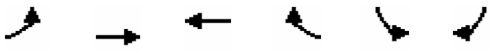
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1107	1310	5	1	2
Future Vol, veh/h	1	1107	1310	5	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	1	1165	1379	5	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1384	0	-	0	2549	692
Stage 1	-	-	-	-	1382	-
Stage 2	-	-	-	-	1167	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	501	-	-	-	26	391
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	299	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	501	-	-	-	26	391
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	299	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	60.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	68
HCM Lane V/C Ratio	0.002	-	-	-	0.046
HCM Control Delay (s/veh)	12.2	0	-	-	60.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1108	1261	0	10	53
Future Volume (vph)	0	1108	1261	0	10	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	4848	3374	0	1642	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	4848	3374	0	1642	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	0	1154	1314	0	10	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1154	1314	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

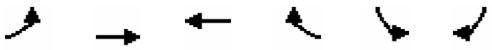
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1108	1261	0	10	53
Future Vol, veh/h	0	1108	1261	0	10	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	2
Mvmt Flow	0	1154	1314	0	10	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1775	657
Stage 1	-	-	-	-	1314	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	-	-	6.25	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	0	-	-	0	98	408
Stage 1	0	-	-	0	215	-
Stage 2	0	-	-	0	572	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	98	408
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	572	-

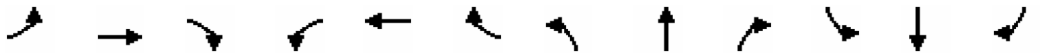
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	22.48
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	271
HCM Lane V/C Ratio	-	-	0.242
HCM Control Delay (s/veh)	-	-	22.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.9



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	1101	1262	42	0	0
Future Volume (vph)	16	1101	1262	42	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.999				
Satd. Flow (prot)	0	4847	3364	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4847	3364	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	17	1147	1315	44	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1164	1359	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

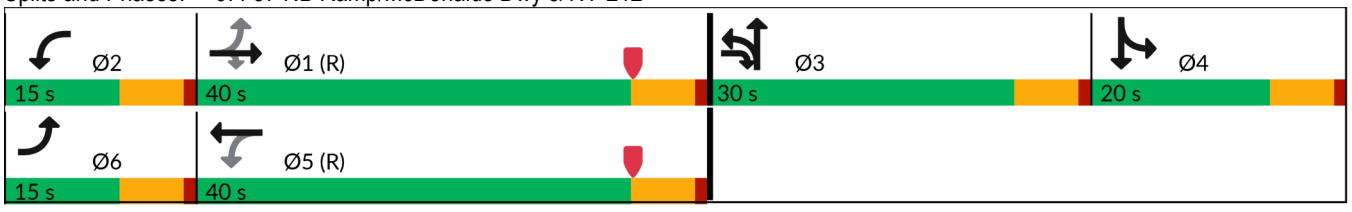


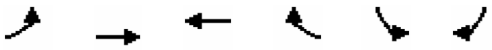
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	650	437	85	801	59	489	5	95	36	14	12
Future Volume (vph)	14	650	437	85	801	59	489	5	95	36	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.951			0.930	
Flt Protected	0.950			0.950			0.950	0.968		0.950		
Satd. Flow (prot)	1805	1792	1509	1612	3322	0	1633	1599	0	1805	1767	0
Flt Permitted	0.238			0.109			0.950	0.968		0.950		
Satd. Flow (perm)	452	1792	1509	185	3322	0	1633	1599	0	1805	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			470		8			22			13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	7%	12%	8%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	15	699	470	91	861	63	526	5	102	39	15	13
Shared Lane Traffic (%)							39%					
Lane Group Flow (vph)	15	699	470	91	924	0	321	312	0	39	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	51.9	47.9	78.4	57.9	54.4		23.4	23.4		6.9	6.9	
Actuated g/C Ratio	0.49	0.46	0.75	0.55	0.52		0.22	0.22		0.07	0.07	
v/c Ratio	0.05	0.85	0.37	0.45	0.53		0.88	0.83		0.33	0.21	
Control Delay (s/veh)	13.0	41.0	1.5	18.2	13.5		65.8	56.6		53.6	34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.0	41.0	1.5	18.2	14.0		65.8	56.6		53.6	34.0	
LOS	B	D	A	B	B		E	E		D	C	
Approach Delay (s/veh)		25.0			14.5			61.3			45.5	
Approach LOS		C			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 29.7		Intersection LOS: C	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	781	938	0	3	8
Future Volume (vph)	0	781	938	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	0	1776	4848	0	1692	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1776	4848	0	1692	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	814	977	0	3	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	814	977	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

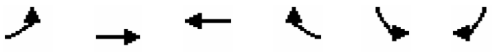
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	781	938	0	3	8
Future Vol, veh/h	0	781	938	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	0	814	977	0	3	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1791	489
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	814	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	106	454
Stage 1	0	-	-	0	259	-
Stage 2	0	-	-	0	427	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	106	454
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.84
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	239
HCM Lane V/C Ratio	-	-	0.048
HCM Control Delay (s/veh)	-	-	20.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	781	938	6	0	0
Future Volume (vph)	3	781	938	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1776	3372	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1776	3372	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	3	814	977	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	817	983	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

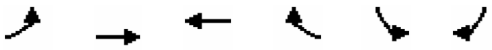
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	781	938	6	0	0
Future Vol, veh/h	3	781	938	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	3	814	977	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	983	0	-	0	1800	492
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	820	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	710	-	-	-	80	528
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	710	-	-	-	80	528
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	436	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	10.1	0	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	765	914	7	2	29
Future Volume (vph)	16	765	914	7	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.873	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	4836	3364	0	1446	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	4836	3364	0	1446	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	7%	7%	33%	50%	12%
Adj. Flow (vph)	17	797	952	7	2	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	814	959	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

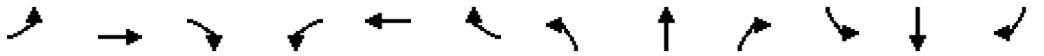
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	765	914	7	2	29
Future Vol, veh/h	16	765	914	7	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	14	7	7	33	50	12
Mvmt Flow	17	797	952	7	2	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	959	0	-	0	1308	480
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.38	-	-	-	7.25	7.14
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	2.34	-	-	-	4.15	3.42
Pot Cap-1 Maneuver	644	-	-	-	121	506
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	644	-	-	-	117	506
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.52	0	14.36
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	111	-	-	-	417
HCM Lane V/C Ratio	0.026	-	-	-	0.077
HCM Control Delay (s/veh)	10.7	0.3	-	-	14.4
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

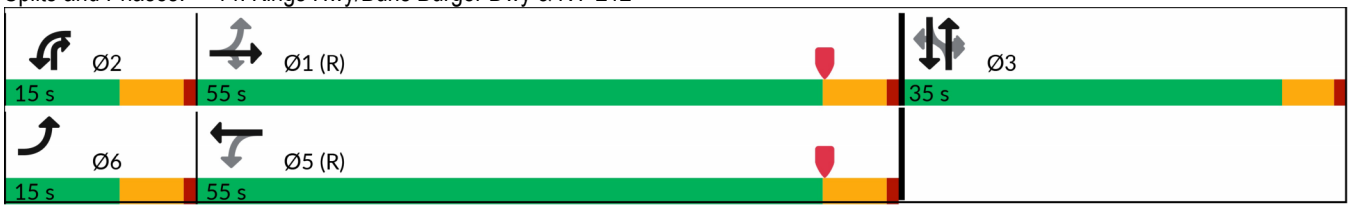


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	523	239	59	595	7	325	1	67	7	2	1
Future Volume (vph)	5	523	239	59	595	7	325	1	67	7	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.986	
Flt Protected	0.950				0.996			0.953			0.966	
Satd. Flow (prot)	1805	1845	1538	0	3393	0	0	1725	1583	0	1810	0
Flt Permitted	0.390				0.796			0.720			0.821	
Satd. Flow (perm)	741	1845	1538	0	2712	0	0	1303	1583	0	1538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		2				68		1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	14%	5%	0%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	5	545	249	61	620	7	339	1	70	7	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	545	249	0	688	0	0	340	70	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	60.4	56.6	56.6		63.8			28.9	38.5		28.9	
Actuated g/C Ratio	0.58	0.54	0.54		0.61			0.28	0.37		0.28	
v/c Ratio	0.01	0.54	0.26		0.41			0.94	0.11		0.02	
Control Delay (s/veh)	10.4	14.4	2.9		7.5			74.3	6.0		26.0	
Queue Delay	0.0	0.8	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	10.4	15.2	2.9		7.8			74.3	6.0		26.0	
LOS	B	B	A		A			E	A		C	
Approach Delay (s/veh)		11.4			7.8			62.7			26.0	
Approach LOS		B			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 21.2		Intersection LOS: C	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	590	7	11	656	5	9
Future Volume (vph)	590	7	11	656	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.910	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	3466	0	0	3400	1701	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3466	0	0	3400	1701	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	10%	6%	0%	0%
Adj. Flow (vph)	628	7	12	698	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	635	0	0	710	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

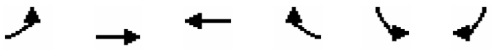
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	7	11	656	5	9
Future Vol, veh/h	590	7	11	656	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	10	6	0	0
Mvmt Flow	628	7	12	698	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	635	0	1004	318
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.3	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	892	-	242	684
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	892	-	238	684
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	14.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	59	-
HCM Lane V/C Ratio	0.036	-	-	0.013	-
HCM Control Delay (s/veh)	14.1	-	-	9.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

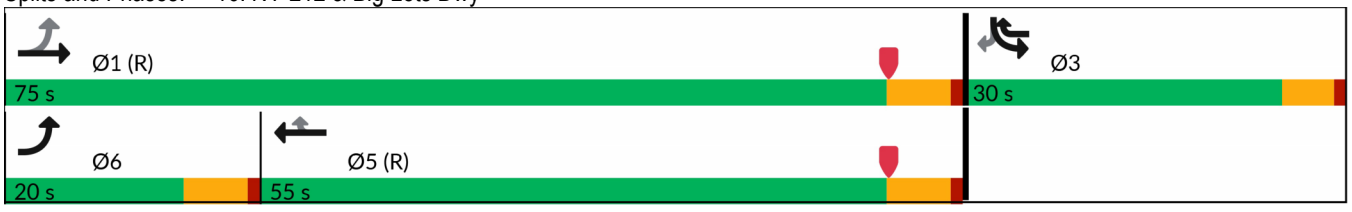


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	533	568	102	70	99
Future Volume (vph)	65	533	568	102	70	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1827	3438	1599	1805	1583
Flt Permitted	0.392				0.950	
Satd. Flow (perm)	716	1827	3438	1599	1805	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		104
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	5%	1%	0%	2%
Adj. Flow (vph)	68	561	598	107	74	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	561	598	107	74	104
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.3	85.3	76.0	91.7	8.7	8.7
Actuated g/C Ratio	0.81	0.81	0.72	0.87	0.08	0.08
v/c Ratio	0.10	0.37	0.24	0.07	0.49	0.46
Control Delay (s/veh)	2.6	3.0	5.8	0.4	56.5	15.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	3.3	5.8	0.4	56.5	15.5
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		3.3	5.0		32.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	598	5	26	667	1	3	1	82	1	0	0
Future Volume (vph)	0	598	5	26	667	1	3	1	82	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.871				
Flt Protected				0.950				0.998			0.950	
Satd. Flow (prot)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Flt Permitted				0.950				0.998			0.950	
Satd. Flow (perm)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	650	5	28	725	1	3	1	89	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	655	0	28	726	0	0	93	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	598	5	26	667	1	3	1	82	1	0	0
Future Vol, veh/h	0	598	5	26	667	1	3	1	82	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	4	6	0	0	0	4	0	0	0
Mvmt Flow	0	650	5	28	725	1	3	1	89	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	726	0	0	655	0	0	1434	1435	653	1433	1438	726
Stage 1	-	-	-	-	-	-	653	653	-	782	782	-
Stage 2	-	-	-	-	-	-	782	783	-	651	655	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	886	-	-	922	-	-	113	135	464	113	134	428
Stage 1	-	-	-	-	-	-	460	467	-	390	408	-
Stage 2	-	-	-	-	-	-	391	408	-	461	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	886	-	-	922	-	-	109	131	464	88	130	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	131	-	88	130	-
Stage 1	-	-	-	-	-	-	460	467	-	378	395	-
Stage 2	-	-	-	-	-	-	379	395	-	372	466	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.34	16.5	46.53
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	406	886	-	-	922	-	-	88
HCM Lane V/C Ratio	0.23	-	-	-	0.031	-	-	0.012
HCM Control Delay (s/veh)	16.5	0	-	-	9	-	-	46.5
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

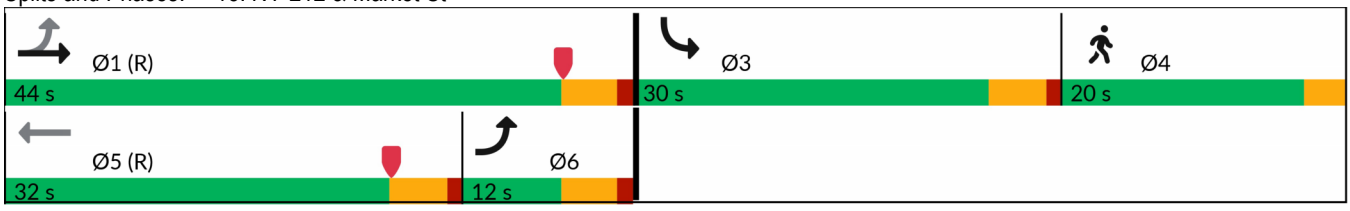


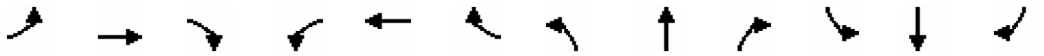
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	126	350	381	103	81	99	
Future Volume (vph)	126	350	381	103	81	99	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.971		0.926		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1671	1827	1749	0	1639	0	
Flt Permitted	0.393				0.978		
Satd. Flow (perm)	691	1827	1749	0	1639	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	8%	4%	7%	0%	5%	5%	
Adj. Flow (vph)	135	376	410	111	87	106	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	135	376	521	0	193	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	68.6	68.6	56.6		15.4		
Actuated g/C Ratio	0.73	0.73	0.60		0.16		
v/c Ratio	0.23	0.28	0.49		0.71		
Control Delay (s/veh)	6.4	5.6	13.6		51.6		
Queue Delay	0.0	0.0	1.6		0.0		
Total Delay (s/veh)	6.4	5.6	15.2		51.6		
LOS	A	A	B		D		
Approach Delay (s/veh)		5.8	15.2		51.7		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





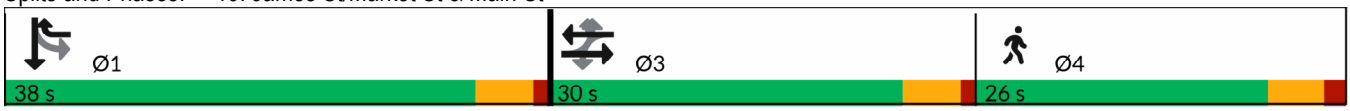
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	28	2	4	41	284	0	0	0	282	10	161
Future Volume (vph)	222	28	2	4	41	284	0	0	0	282	10	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.952	
Flt Protected		0.958			0.996						0.970	
Satd. Flow (prot)	0	1764	0	0	1842	1524	0	0	0	0	1712	0
Flt Permitted		0.716			0.974						0.970	
Satd. Flow (perm)	0	1318	0	0	1801	1524	0	0	0	0	1712	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	0%	0%	3%	6%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	244	31	2	4	45	312	0	0	0	310	11	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	49	312	0	0	0	0	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.5			18.5	53.1					24.1	
Actuated g/C Ratio		0.35			0.35	1.00					0.45	
v/c Ratio		0.60			0.07	0.20					0.64	
Control Delay (s/veh)		22.0			13.5	0.3					16.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		22.0			13.5	0.3					16.1	
LOS		C			B	A					B	
Approach Delay (s/veh)		22.1			2.1						16.1	
Approach LOS		C			A						B	

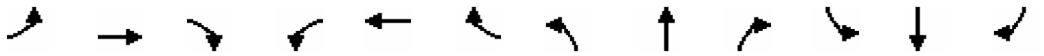
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 53.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



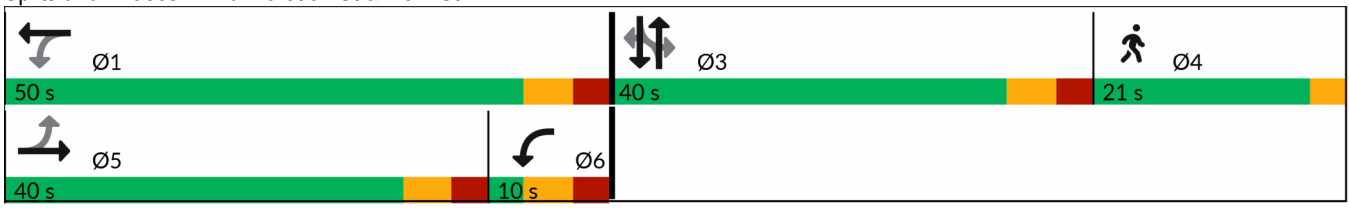
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	105	194	128	153	7	158	48	90	7	50	17
Future Volume (vph)	11	105	194	128	153	7	158	48	90	7	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.915			0.997			0.959			0.969	
Flt Protected		0.998			0.978			0.974			0.995	
Satd. Flow (prot)	0	1700	0	0	1774	0	0	1700	0	0	1803	0
Flt Permitted		0.983			0.698			0.789			0.957	
Satd. Flow (perm)	0	1674	0	0	1266	0	0	1377	0	0	1734	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	1%	4%	5%	0%	6%	0%	4%	0%	0%	7%
Adj. Flow (vph)	12	115	213	141	168	8	174	53	99	8	55	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	340	0	0	317	0	0	326	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.6			26.6			24.0			24.0	
Actuated g/C Ratio		0.40			0.40			0.37			0.37	
v/c Ratio		0.50			0.61			0.64			0.12	
Control Delay (s/veh)		18.0			22.1			25.9			16.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		18.0			22.1			25.9			16.5	
LOS		B			C			C			B	
Approach Delay (s/veh)		18.0			22.2			26.0			16.5	
Approach LOS		B			C			C			B	

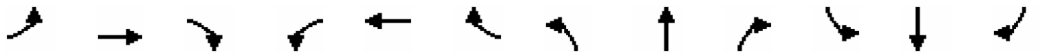
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 65.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 21.6		Intersection LOS: C	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

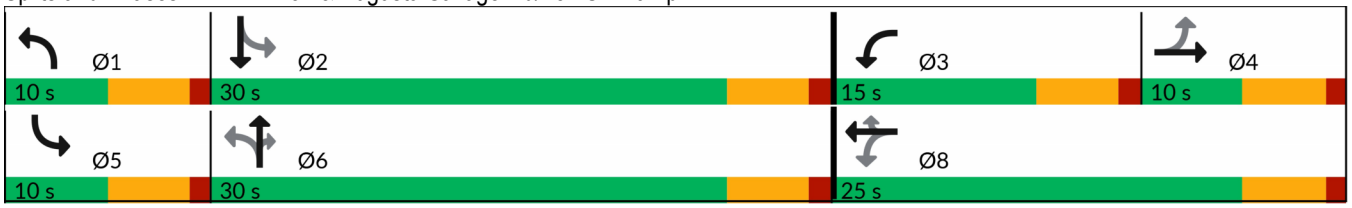


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	216	324	130	272	98	290	639	94	223	490	199
Future Volume (vph)	214	216	324	130	272	98	290	639	94	223	490	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942				0.850			0.850		0.957	
Flt Protected		0.986			0.984		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1828	1455	1805	1810	1455	1687	1768	0
Flt Permitted		0.423			0.563		0.160			0.160		
Satd. Flow (perm)	0	757	0	0	1046	1455	304	1810	1455	284	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				117			201		36	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	0%	11%	0%	5%	11%	7%	4%	0%
Adj. Flow (vph)	225	227	341	137	286	103	305	673	99	235	516	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	793	0	0	423	103	305	673	99	235	725	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.0			20.0	20.0	30.0	25.0	25.0	30.0	25.0	
Actuated g/C Ratio		0.31			0.31	0.31	0.46	0.38	0.38	0.46	0.38	
v/c Ratio		3.00			1.31	0.19	1.19	0.96	0.14	0.98	1.03	
Control Delay (s/veh)		927.2			188.3	4.2	138.2	49.5	0.4	71.6	65.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		927.2			188.3	4.2	138.2	49.5	0.4	71.6	65.0	
LOS		F			F	A	F	D	A	E	E	
Approach Delay (s/veh)		927.2			152.3			70.2			66.6	
Approach LOS		F			F			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 3.00			
Intersection Signal Delay (s/veh): 284.5		Intersection LOS: F	
Intersection Capacity Utilization 135.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	0	951	903	3
Future Volume (vph)	1	10	0	951	903	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876					
Flt Protected	0.996					
Satd. Flow (prot)	1658	0	1900	1845	1845	0
Flt Permitted	0.996					
Satd. Flow (perm)	1658	0	1900	1845	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1159	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	1	11	0	1023	971	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	1023	974	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	0	951	903	3
Future Vol, veh/h	1	10	0	951	903	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	1	11	0	1023	971	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1995	973	974	0	-	0
Stage 1	973	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	67	309	716	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	309	716	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	350	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	233	-	-
HCM Lane V/C Ratio	-	-	0.051	-	-
HCM Control Delay (s/veh)	0	-	21.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	3	788	735	2
Future Volume (vph)	1	5	3	788	735	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992					
Satd. Flow (prot)	1384	0	0	1845	1827	0
Flt Permitted	0.992					
Satd. Flow (perm)	1384	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1462	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	25%	0%	3%	4%	0%
Adj. Flow (vph)	1	5	3	821	766	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	824	768	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	3	788	735	2
Future Vol, veh/h	1	5	3	788	735	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	25	0	3	4	0
Mvmt Flow	1	5	3	821	766	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1594	767	768	0	-	0
Stage 1	767	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	119	368	855	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	368	855	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.55	0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	272	-	-
HCM Lane V/C Ratio	0.004	-	0.023	-	-
HCM Control Delay (s/veh)	9.2	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	7	59	10	46	22	718	49	44	673	3
Future Volume (vph)	0	14	7	59	10	46	22	718	49	44	673	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.946			0.992			0.999	
Flt Protected					0.975			0.999			0.997	
Satd. Flow (prot)	0	1551	0	0	1665	0	0	1775	0	0	1795	0
Flt Permitted					0.975			0.999			0.997	
Satd. Flow (perm)	0	1551	0	0	1665	0	0	1775	0	0	1795	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	17%	17%	6%	11%	3%	0%	6%	10%	12%	5%	0%
Adj. Flow (vph)	0	16	8	66	11	51	24	798	54	49	748	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	128	0	0	876	0	0	800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	35.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	7	59	10	46	22	718	49	44	673	3
Future Vol, veh/h	0	14	7	59	10	46	22	718	49	44	673	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	17	17	6	11	3	0	6	10	12	5	0
Mvmt Flow	0	16	8	66	11	51	24	798	54	49	748	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1699	1748	749	1727	1723	825	751	0	0	852	0	0
Stage 1	847	847	-	874	874	-	-	-	-	-	-	-
Stage 2	852	901	-	853	849	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	6.37	7.16	6.61	6.23	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.16	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	3.453	3.554	4.099	3.327	2.2	-	-	2.308	-	-
Pot Cap-1 Maneuver	74	79	388	68	85	371	867	-	-	746	-	-
Stage 1	359	358	-	339	355	-	-	-	-	-	-	-
Stage 2	357	337	-	348	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	66	388	~ 44	71	371	867	-	-	746	-	-
Mov Cap-2 Maneuver	46	66	-	~ 44	71	-	-	-	-	-	-	-
Stage 1	319	317	-	321	336	-	-	-	-	-	-	-
Stage 2	282	319	-	288	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	57.18	$ 490.83	0.26	0.62
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	50	-	-	92	72	110	-	-
HCM Lane V/C Ratio	0.028	-	-	0.255	1.767	0.066	-	-
HCM Control Delay (s/veh)	9.3	0	-	57.2	$ 490.8	10.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	11.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	164	0	598	165	0	555
Future Volume (vph)	164	0	598	165	0	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	1807	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	1807	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	1%	6%	0%	3%
Adj. Flow (vph)	176	0	643	177	0	597
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	820	0	0	597
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	14.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	164	0	598	165	0	555
Future Vol, veh/h	164	0	598	165	0	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	1	6	0	3
Mvmt Flow	176	0	643	177	0	597

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1328	732	0	0	820	0
Stage 1	732	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 170	425	-	-	817	-
Stage 1	474	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 170	425	-	-	817	-
Mov Cap-2 Maneuver	~ 170	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	134.06	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	170	817	-
HCM Lane V/C Ratio	-	-	1.037	-	-
HCM Control Delay (s/veh)	-	-	134.1	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	8.5	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1	86	1	596	1	61	554	1
Future Volume (vph)	0	0	0	1	1	86	1	596	1	61	554	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868							
Flt Protected					0.999						0.995	
Satd. Flow (prot)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Flt Permitted					0.999						0.995	
Satd. Flow (perm)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	2%	0%	7%	3%	0%
Adj. Flow (vph)	0	0	0	1	1	89	1	614	1	63	571	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	91	0	0	616	0	0	635	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	1	86	1	596	1	61	554	1
Future Vol, veh/h	0	0	0	1	1	86	1	596	1	61	554	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	7	3	0
Mvmt Flow	0	0	0	1	1	89	1	614	1	63	571	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1314	1315	572	1314	1315	615	572	0	0	615	0	0
Stage 1	697	697	-	617	617	-	-	-	-	-	-	-
Stage 2	617	618	-	697	698	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.27	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.363	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	136	159	524	136	159	482	1011	-	-	940	-	-
Stage 1	434	446	-	481	484	-	-	-	-	-	-	-
Stage 2	481	484	-	435	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	144	524	123	144	482	1011	-	-	940	-	-
Mov Cap-2 Maneuver	100	144	-	123	144	-	-	-	-	-	-	-
Stage 1	392	402	-	480	484	-	-	-	-	-	-	-
Stage 2	391	483	-	392	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	14.88	0.01	0.9
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	-	455	178	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.199	0.067	-	-
HCM Control Delay (s/veh)	8.6	0	-	0	14.9	9.1	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	9	68	22	6	49
Future Volume (vph)	14	9	68	22	6	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.967			
Flt Protected	0.970					0.995
Satd. Flow (prot)	1577	0	1745	0	0	1810
Flt Permitted	0.970					0.995
Satd. Flow (perm)	1577	0	1745	0	0	1810
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	29%	7%	0%	0%	5%
Adj. Flow (vph)	15	9	71	23	6	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	94	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	9	68	22	6	49
Future Vol, veh/h	14	9	68	22	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	29	7	0	0	5
Mvmt Flow	15	9	71	23	6	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	82	0	0	94	0
Stage 1	82	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.49	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	-	-	2.2	-
Pot Cap-1 Maneuver	851	908	-	-	1513	-
Stage 1	946	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	908	-	-	1513	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.25	0	0.81
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	870	196	-
HCM Lane V/C Ratio	-	-	0.028	0.004	-
HCM Control Delay (s/veh)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	81	226	242	710	680	60
Future Volume (vph)	81	226	242	710	680	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.989	
Flt Protected	0.987			0.987		
Satd. Flow (prot)	1657	0	0	1839	1842	0
Flt Permitted	0.987			0.987		
Satd. Flow (perm)	1657	0	0	1839	1842	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	659			1159	1462	
Travel Time (s)	15.0			14.4	18.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	246	263	772	739	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	0	1035	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 118.6%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	223.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	226	242	710	680	60
Future Vol, veh/h	81	226	242	710	680	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	246	263	772	739	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2070	772	804	0	-	0
Stage 1	772	-	-	-	-	-
Stage 2	1298	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 60	400	820	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 26	400	820	-	-	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	256	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1448.32	2.91	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	458	-	84	-	-
HCM Lane V/C Ratio	0.321	-	3.989	-	-
HCM Control Delay (s/veh)	11.5	$	1448.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.4	-	34.8	-	-

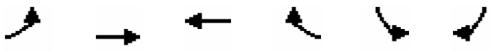
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	5.3	6.6	0.9	0.5	3.2
Stop Delay (hr)	0.0	0.8	0.1	0.0	0.9
Stop Del/Veh (s)	4.3	4.8	0.2	0.2	2.1

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	33	71	49	34	51
Average Queue (ft)	7	53	4	1	5
95th Queue (ft)	28	64	25	13	28
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	43	0	0	0
Queuing Penalty (veh)	1	161	1	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	286	312	159	81	37
Future Volume (vph)	50	286	312	159	81	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1847	1806	0	1787	1509
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1847	1806	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	54	311	339	173	88	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	512	0	88	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	286	312	159	81	37
Future Vol, veh/h	50	286	312	159	81	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	54	311	339	173	88	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	512	0	-	0	845	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1048	-	-	-	334	618
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	313	618
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	17.87
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	268	-	-	-	313	618
HCM Lane V/C Ratio	0.052	-	-	-	0.281	0.065
HCM Control Delay (s/veh)	8.6	0	-	-	20.9	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	392	16	33	481	36	31
Future Volume (vph)	392	16	33	481	36	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.938	
Flt Protected				0.997	0.974	
Satd. Flow (prot)	1867	0	0	1860	1631	0
Flt Permitted				0.997	0.974	
Satd. Flow (perm)	1867	0	0	1860	1631	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	436	18	37	534	40	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	454	0	0	571	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

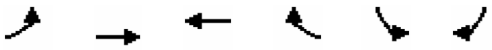
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	16	33	481	36	31
Future Vol, veh/h	392	16	33	481	36	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	436	18	37	534	40	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	453	0	1052	444
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1047	-	253	589
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1047	-	240	589
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	116	-
HCM Lane V/C Ratio	0.225	-	-	0.035	-
HCM Control Delay (s/veh)	19	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	110	313	407	126	114	107
Future Volume (vph)	110	313	407	126	114	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.935	
Flt Protected		0.987			0.975	
Satd. Flow (prot)	0	1839	1803	0	1698	0
Flt Permitted		0.987			0.975	
Satd. Flow (perm)	0	1839	1803	0	1698	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1915	1827		756	
Travel Time (s)		37.3	35.6		17.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	340	442	137	124	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	460	579	0	240	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	313	407	126	114	107
Future Vol, veh/h	110	313	407	126	114	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	340	442	137	124	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	1090	511
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	994	-	-	-	238	563
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	994	-	-	-	203	563
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.37	0	54.95
HCM LOS			F

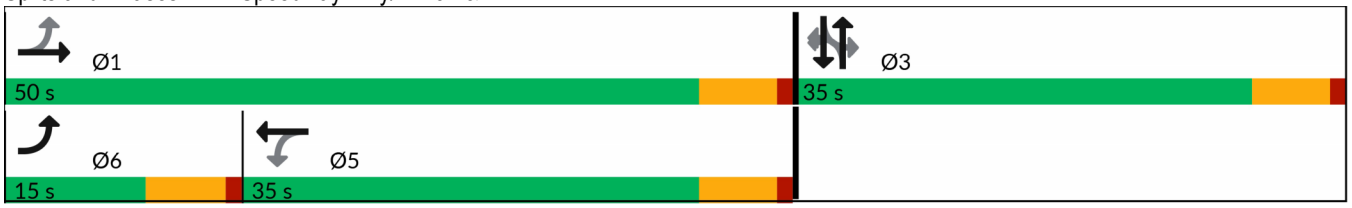
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	468	-	-	-	294
HCM Lane V/C Ratio	0.12	-	-	-	0.818
HCM Control Delay (s/veh)	9.1	0	-	-	55
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	336	10	2	399	1088	7	24	7	692	28	137
Future Volume (vph)	106	336	10	2	399	1088	7	24	7	692	28	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.974				0.850
Flt Protected	0.950							0.991			0.954	
Satd. Flow (prot)	1736	1874	0	0	1863	1583	0	1834	0	0	1762	1615
Flt Permitted	0.194				0.998			0.554			0.703	
Satd. Flow (perm)	354	1874	0	0	1859	1583	0	1025	0	0	1298	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				899		8				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1827			466			147			1087	
Travel Time (s)		35.6			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	115	365	11	2	434	1183	8	26	8	752	30	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	376	0	0	436	1183	0	42	0	0	782	149
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	33.2	33.2			22.1	75.4		29.9			29.9	29.9
Actuated g/C Ratio	0.44	0.44			0.29	1.00		0.40			0.40	0.40
v/c Ratio	0.37	0.45			0.80	0.74		0.10			1.52	0.21
Control Delay (s/veh)	14.6	15.4			37.0	3.2		16.6			269.4	7.2
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	14.6	15.4			37.0	3.2		16.6			269.4	7.2
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.3			12.4			16.7			227.5	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 75.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay (s/veh): 77.9		Intersection LOS: E	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1067	5	20	1532	1	13
Future Volume (vph)	1067	5	20	1532	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3534	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3534	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	1147	5	22	1647	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1152	0	0	1669	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

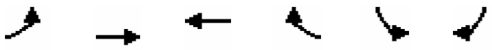
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1067	5	20	1532	1	13
Future Vol, veh/h	1067	5	20	1532	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	1147	5	22	1647	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	2017	1150
Stage 1	-	-	-	-	1150	-
Stage 2	-	-	-	-	867	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	586	-	58	244
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	586	-	54	244
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.89	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	-	-	46	-
HCM Lane V/C Ratio	0.077	-	-	0.037	-
HCM Control Delay (s/veh)	25	-	-	11.4	0.8
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	1077	1549	4	3	2
Future Volume (vph)	3	1077	1549	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3539	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3539	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	1158	1666	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1161	1670	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

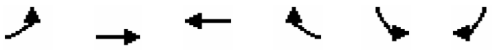
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1077	1549	4	3	2
Future Vol, veh/h	3	1077	1549	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1158	1666	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1670	0	-	0	2832	835
Stage 1	-	-	-	-	1668	-
Stage 2	-	-	-	-	1165	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	390	-	-	-	17	315
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	390	-	-	-	16	315
Mov Cap-2 Maneuver	-	-	-	-	16	-
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	172.97
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	26
HCM Lane V/C Ratio	0.008	-	-	-	0.203
HCM Control Delay (s/veh)	14.3	0	-	-	173
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1079	1491	0	11	62
Future Volume (vph)	0	1079	1491	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	1160	1603	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1160	1603	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

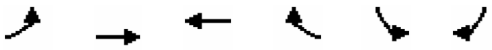
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1079	1491	0	11	62
Future Vol, veh/h	0	1079	1491	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	1160	1603	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2067	802
Stage 1	-	-	-	-	1603	-
Stage 2	-	-	-	-	464	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	65	331
Stage 1	0	-	-	0	151	-
Stage 2	0	-	-	0	571	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	65	331
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	571	-

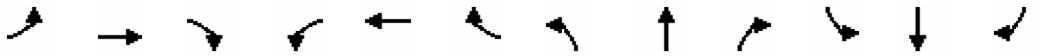
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	33.05
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	205
HCM Lane V/C Ratio	-	-	0.383
HCM Control Delay (s/veh)	-	-	33.1
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1078	1491	45	0	0
Future Volume (vph)	12	1078	1491	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected		0.999				
Satd. Flow (prot)	0	5081	3527	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5081	3527	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	1159	1603	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1172	1651	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

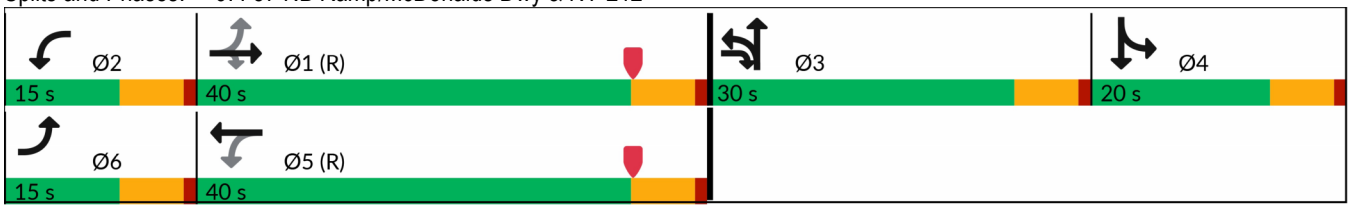


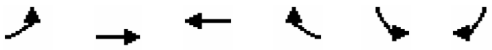
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	619	434	92	853	44	654	26	119	36	13	29
Future Volume (vph)	26	619	434	92	853	44	654	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.955			0.897	
Flt Protected	0.950			0.950			0.950	0.969		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3518	0	1665	1630	0	1752	1704	0
Flt Permitted	0.210			0.141			0.950	0.969		0.950		
Satd. Flow (perm)	399	1863	1615	258	3518	0	1665	1630	0	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			462		5			19			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	659	462	98	907	47	696	28	127	38	14	31
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	28	659	462	98	954	0	432	419	0	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0		20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%		19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	51.7	47.3	78.5	56.2	51.2		24.0	24.0		6.9	6.9	
Actuated g/C Ratio	0.49	0.45	0.75	0.54	0.49		0.23	0.23		0.07	0.07	
v/c Ratio	0.10	0.78	0.34	0.41	0.55		1.13	1.08		0.33	0.32	
Control Delay (s/veh)	13.5	35.8	1.4	14.7	16.3		127.0	107.5		53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.5	35.8	1.4	14.7	16.7		127.0	107.5		53.9	28.3	
LOS	B	D	A	B	B		F	F		D	C	
Approach Delay (s/veh)		21.4			16.6			117.4			40.1	
Approach LOS		C			B			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay (s/veh): 46.4		Intersection LOS: D	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	773	979	0	2	9
Future Volume (vph)	0	773	979	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	805	1020	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	805	1020	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

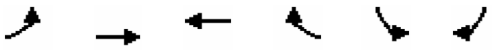
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	773	979	0	2	9
Future Vol, veh/h	0	773	979	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	805	1020	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1825	510
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	805	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	101	439
Stage 1	0	-	-	0	244	-
Stage 2	0	-	-	0	431	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	101	439
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.77
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	273
HCM Lane V/C Ratio	-	-	0.042
HCM Control Delay (s/veh)	-	-	18.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	773	979	13	1	0
Future Volume (vph)	2	773	979	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	805	1020	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	807	1034	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

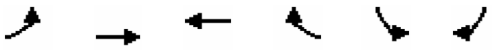
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	773	979	13	1	0
Future Vol, veh/h	2	773	979	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	805	1020	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1033	0	-	0	1836	517
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	680	-	-	-	76	509
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	680	-	-	-	76	509
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	53.18
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	76
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s/veh)	10.3	0	-	-	53.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	760	950	8	4	42
Future Volume (vph)	14	760	950	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5075	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5075	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	792	990	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	807	998	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

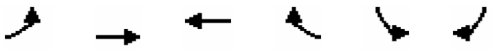
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	760	950	8	4	42
Future Vol, veh/h	14	760	950	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	792	990	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	998	0	-	0	1340	499
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	654	-	-	-	142	496
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	654	-	-	-	138	496
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	15.08
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	405
HCM Lane V/C Ratio	0.022	-	-	-	0.118
HCM Control Delay (s/veh)	10.6	0.3	-	-	15.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	763	950	0	0	8
Future Volume (vph)	0	763	950	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	803	1000	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	803	1000	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

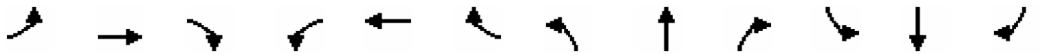
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	763	950	0	0	8
Future Vol, veh/h	0	763	950	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	803	1000	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	522
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.02
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	522
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s/veh)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

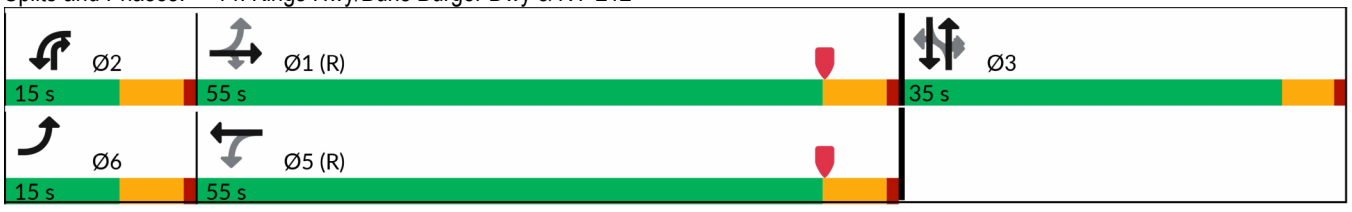


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	544	213	65	599	2	348	3	70	2	4	2
Future Volume (vph)	7	544	213	65	599	2	348	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3481	0	0	1742	1568	0	1813	0
Flt Permitted	0.385				0.752			0.723			0.939	
Satd. Flow (perm)	732	1881	1538	0	2631	0	0	1321	1568	0	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224						66		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	573	224	68	631	2	366	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	573	224	0	701	0	0	369	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	59.3	55.5	55.5		62.7			30.0	39.6		30.0	
Actuated g/C Ratio	0.56	0.53	0.53		0.60			0.29	0.38		0.29	
v/c Ratio	0.01	0.57	0.24		0.43			0.97	0.11		0.01	
Control Delay (s/veh)	10.1	14.9	3.1		8.1			79.9	6.9		24.1	
Queue Delay	0.0	0.8	0.0		0.3			5.5	0.0		0.0	
Total Delay (s/veh)	10.1	15.7	3.1		8.4			85.5	6.9		24.1	
LOS	B	B	A		A			F	A		C	
Approach Delay (s/veh)		12.2			8.5			72.4			24.1	
Approach LOS		B			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 24.5		Intersection LOS: C	
Intersection Capacity Utilization 87.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	613	3	12	658	9	12
Future Volume (vph)	613	3	12	658	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	639	3	13	685	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	642	0	0	698	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

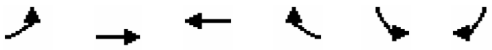
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	3	12	658	9	12
Future Vol, veh/h	613	3	12	658	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	639	3	13	685	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	642	0	1008	321
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	953	-	219	681
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	215	681
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	15.86
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	64	-
HCM Lane V/C Ratio	0.062	-	-	0.013	-
HCM Control Delay (s/veh)	15.9	-	-	8.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

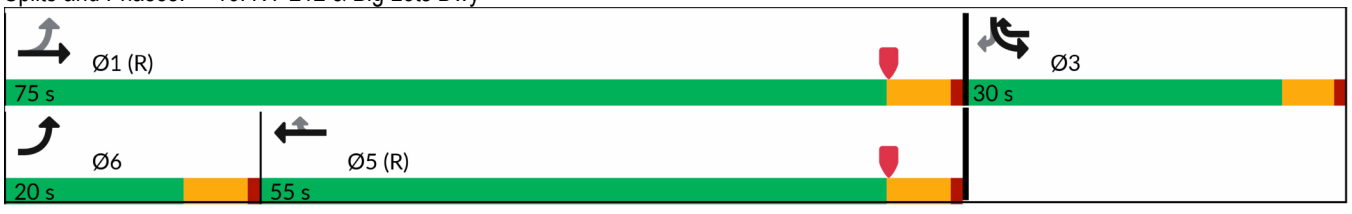


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	519	554	102	66	115
Future Volume (vph)	106	519	554	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.403				0.950	
Satd. Flow (perm)	751	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	535	571	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	535	571	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.16	0.35	0.22	0.07	0.47	0.50
Control Delay (s/veh)	2.5	2.6	6.1	0.4	56.4	15.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.0	6.1	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		3.0	5.3		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	580	5	32	652	2	3	0	69	1	0	1
Future Volume (vph)	0	580	5	32	652	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	667	6	37	749	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	37	751	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	580	5	32	652	2	3	0	69	1	0	1
Future Vol, veh/h	0	580	5	32	652	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	667	6	37	749	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	752	0	0	672	0	0	1493	1495	670	1491	1497	751
Stage 1	-	-	-	-	-	-	670	670	-	824	824	-
Stage 2	-	-	-	-	-	-	823	825	-	667	672	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	867	-	-	914	-	-	103	124	450	103	124	414
Stage 1	-	-	-	-	-	-	450	459	-	370	390	-
Stage 2	-	-	-	-	-	-	371	390	-	452	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	867	-	-	914	-	-	98	119	450	81	119	414
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	119	-	81	119	-
Stage 1	-	-	-	-	-	-	450	459	-	355	374	-
Stage 2	-	-	-	-	-	-	355	374	-	372	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.42	16.63	31.91
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	867	-	-	914	-	-	136
HCM Lane V/C Ratio	0.211	-	-	-	0.04	-	-	0.017
HCM Control Delay (s/veh)	16.6	0	-	-	9.1	-	-	31.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

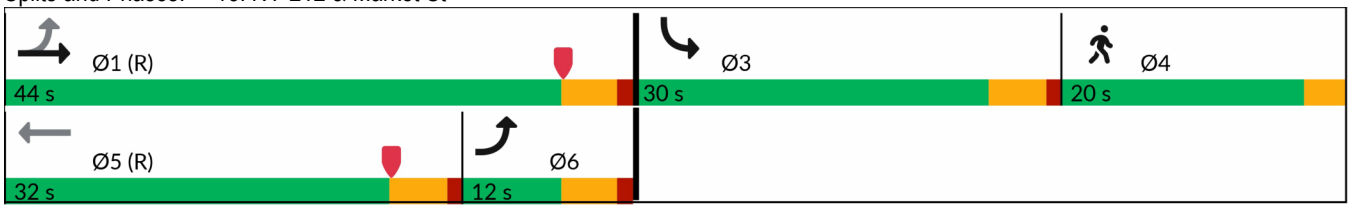


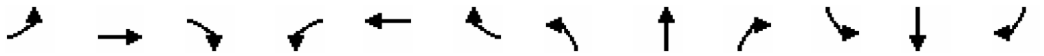
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	128	333	377	93	82	148	
Future Volume (vph)	128	333	377	93	82	148	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.913		
Flt Protected	0.950				0.982		
Satd. Flow (prot)	1687	1827	1760	0	1635	0	
Flt Permitted	0.406				0.982		
Satd. Flow (perm)	721	1827	1760	0	1635	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	132	343	389	96	85	153	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	132	343	485	0	238	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	66.0	66.0	54.0		18.0		
Actuated g/C Ratio	0.70	0.70	0.57		0.19		
v/c Ratio	0.22	0.26	0.48		0.76		
Control Delay (s/veh)	7.5	6.5	14.8		51.0		
Queue Delay	0.0	0.0	1.4		0.0		
Total Delay (s/veh)	7.5	6.5	16.3		51.0		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.8	16.3		51.0		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





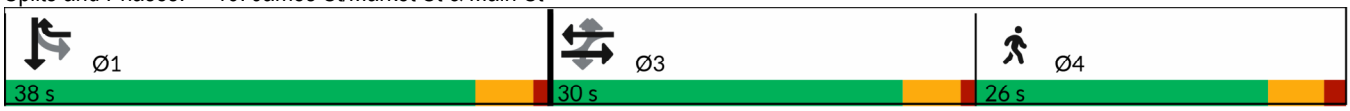
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	267	0	0	0	262	7	139
Future Volume (vph)	223	47	9	9	40	267	0	0	0	262	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.954	
Flt Protected		0.962			0.991						0.969	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1691	0
Flt Permitted		0.733			0.932						0.969	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1691	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	284	0	0	0	279	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	284	0	0	0	0	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.9			18.9	49.7					20.2	
Actuated g/C Ratio		0.38			0.38	1.00					0.41	
v/c Ratio		0.57			0.08	0.18					0.63	
Control Delay (s/veh)		18.9			11.9	0.2					16.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		18.9			11.9	0.2					16.9	
LOS		B			B	A					B	
Approach Delay (s/veh)		19.0			2.1						16.9	
Approach LOS		B			A						B	

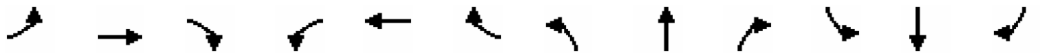
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 49.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



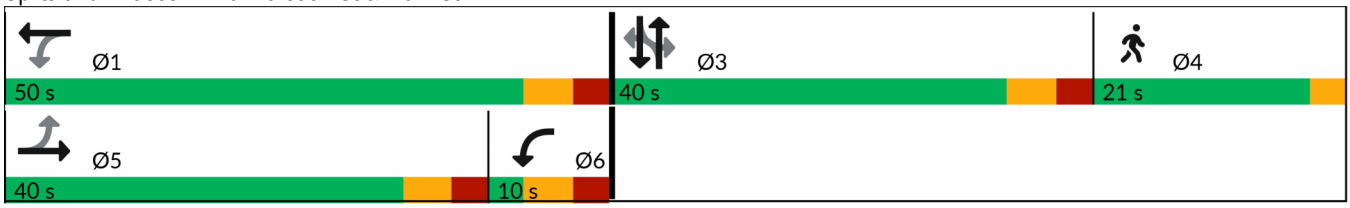
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	106	184	107	142	7	165	58	82	2	65	10
Future Volume (vph)	20	106	184	107	142	7	165	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.920			0.996			0.964			0.982	
Flt Protected		0.997			0.979			0.974			0.999	
Satd. Flow (prot)	0	1682	0	0	1732	0	0	1729	0	0	1864	0
Flt Permitted		0.965			0.726			0.787			0.991	
Satd. Flow (perm)	0	1628	0	0	1285	0	0	1397	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	112	194	113	149	7	174	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	0	0	269	0	0	321	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.5			20.5			21.6			21.6	
Actuated g/C Ratio		0.36			0.36			0.38			0.38	
v/c Ratio		0.56			0.58			0.60			0.11	
Control Delay (s/veh)		19.6			21.5			21.1			13.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.6			21.5			21.1			13.3	
LOS		B			C			C			B	
Approach Delay (s/veh)		19.7			21.6			21.2			13.4	
Approach LOS		B			C			C			B	

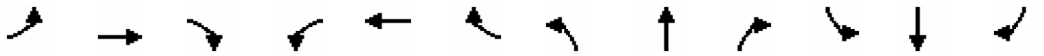
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.2		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

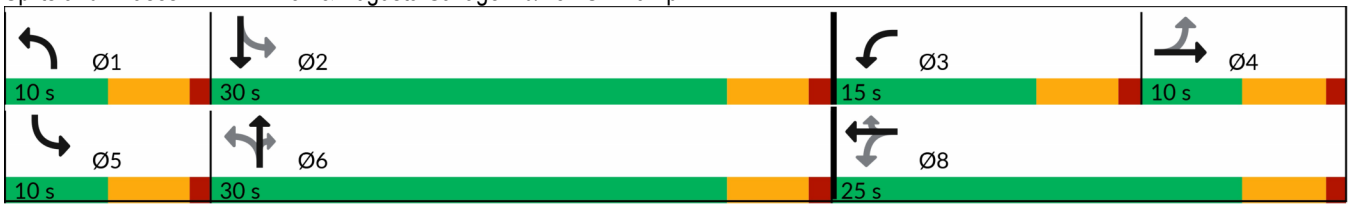


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	225	339	158	296	113	324	799	96	237	361	215
Future Volume (vph)	225	225	339	158	296	113	324	799	96	237	361	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942				0.850			0.850		0.944	
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1855	1495	1805	1863	1553	1736	1496	0
Flt Permitted		0.313			0.546		0.162			0.160		
Satd. Flow (perm)	0	560	0	0	1030	1495	308	1863	1553	292	1496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				120			201		54	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	239	239	361	168	315	120	345	850	102	252	384	229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	839	0	0	483	120	345	850	102	252	613	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.0			20.0	20.0	30.0	25.0	25.0	30.0	25.0	
Actuated g/C Ratio		0.31			0.31	0.31	0.46	0.38	0.38	0.46	0.38	
v/c Ratio		4.13			1.52	0.22	1.34	1.18	0.14	1.02	1.00	
Control Delay (s/veh)		Error			276.8	5.0	196.2	120.9	0.4	83.0	60.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		Error			276.8	5.0	196.2	120.9	0.4	83.0	60.4	
LOS		F			F	A	F	F	A	F	E	
Approach Delay (s/veh)		1433.5			222.7			131.5			67.0	
Approach LOS		F			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 4.13			
Intersection Signal Delay (s/veh): 434.4		Intersection LOS: F	
Intersection Capacity Utilization 141.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	1123	805	0
Future Volume (vph)	0	9	14	1123	805	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1102	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	1234	885	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	1234	885	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	1123	805	0
Future Vol, veh/h	0	9	14	1123	805	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	1234	885	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2149	885	885	0	-	0
Stage 1	885	-	-	-	-	-
Stage 2	1265	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	54	347	740	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	347	740	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.68	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	740	-	347	-	-
HCM Lane V/C Ratio	0.021	-	0.028	-	-
HCM Control Delay (s/veh)	10	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	204	266	857	601	64
Future Volume (vph)	70	204	266	857	601	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.987	
Flt Protected	0.987			0.988		
Satd. Flow (prot)	1653	0	0	1840	1839	0
Flt Permitted	0.987			0.988		
Satd. Flow (perm)	1653	0	0	1840	1839	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	767			1102	1518	
Travel Time (s)	17.4			13.7	18.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	222	289	932	653	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	0	0	1221	723	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 121.8%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	279.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	204	266	857	601	64
Future Vol, veh/h	70	204	266	857	601	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	222	289	932	653	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2198	688	723	0	-	0
Stage 1	688	-	-	-	-	-
Stage 2	1510	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 49	446	879	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 16	446	879	-	-	-
Mov Cap-2 Maneuver	~ 16	-	-	-	-	-
Stage 1	159	-	-	-	-	-
Stage 2	202	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 2094.98	2.63	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	424	-	56	-	-
HCM Lane V/C Ratio	0.329	-	5.332	-	-
HCM Control Delay (s/veh)	11.1	0	$ 2095	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.4	-	33.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	923	660	1
Future Volume (vph)	0	5	4	923	660	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1518	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	1026	733	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1030	734	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

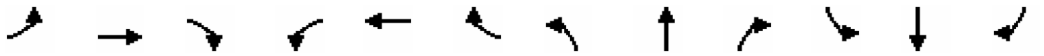
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	923	660	1
Future Vol, veh/h	0	5	4	923	660	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	1026	733	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1768	734	734	0	-	0
Stage 1	734	-	-	-	-	-
Stage 2	1034	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	423	880	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	423	880	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.61	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	423	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	52	4	53	19	848	56	45	597	1
Future Volume (vph)	0	5	12	52	4	53	19	848	56	45	597	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.934			0.992				
Flt Protected					0.977			0.999			0.997	
Satd. Flow (prot)	0	1714	0	0	1617	0	0	1849	0	0	1857	0
Flt Permitted					0.977			0.999			0.997	
Satd. Flow (perm)	0	1714	0	0	1617	0	0	1849	0	0	1857	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	57	4	58	21	932	62	49	656	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	119	0	0	1015	0	0	706	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	23.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	12	52	4	53	19	848	56	45	597	1
Future Vol, veh/h	0	5	12	52	4	53	19	848	56	45	597	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	13	0	2	0	2	0	2	2	0
Mvmt Flow	0	5	13	57	4	58	21	932	62	49	656	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1731	1791	657	1762	1760	963	657	0	0	993	0	0
Stage 1	755	755	-	1004	1004	-	-	-	-	-	-	-
Stage 2	976	1035	-	758	756	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	70	82	469	62	85	310	940	-	-	696	-	-
Stage 1	404	419	-	278	322	-	-	-	-	-	-	-
Stage 2	305	312	-	383	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	69	469	~ 47	72	310	940	-	-	696	-	-
Mov Cap-2 Maneuver	45	69	-	~ 47	72	-	-	-	-	-	-	-
Stage 1	359	372	-	264	306	-	-	-	-	-	-	-
Stage 2	232	296	-	326	372	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.26	$ 351.92	0.18	0.74
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	173	82	126	-	-
HCM Lane V/C Ratio	0.022	-	-	0.108	1.461	0.071	-	-
HCM Control Delay (s/veh)	8.9	0	-	28.3	$ 351.9	10.6	0	-
HCM Lane LOS	A	A	-	D	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	9.5	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	159	0	709	193	1	484
Future Volume (vph)	159	0	709	193	1	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1805	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1805	0	0	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	171	0	762	208	1	520
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	970	0	0	521
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	16.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	159	0	709	193	1	484
Future Vol, veh/h	159	0	709	193	1	484
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	3	0	3
Mvmt Flow	171	0	762	208	1	520

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1389	866	0	0	970	0
Stage 1	866	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 157	356	-	-	719	-
Stage 1	412	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 157	356	-	-	719	-
Mov Cap-2 Maneuver	~ 157	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	156.3	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	157	4	-
HCM Lane V/C Ratio	-	-	1.09	0.001	-
HCM Control Delay (s/veh)	-	-	156.3	10	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	8.9	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	703	0	34	480	0
Future Volume (vph)	0	1	3	1	2	57	5	703	0	34	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.997	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Flt Permitted					0.999						0.997	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	790	0	38	539	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	796	0	0	577	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	703	0	34	480	0
Future Vol, veh/h	0	1	3	1	2	57	5	703	0	34	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	790	0	38	539	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1418	1417	539	1417	1417	790	539	0	0	790	0	0
Stage 1	616	616	-	801	801	-	-	-	-	-	-	-
Stage 2	802	801	-	616	616	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	116	138	546	116	138	390	1039	-	-	783	-	-
Stage 1	482	485	-	381	400	-	-	-	-	-	-	-
Stage 2	380	400	-	481	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	128	546	105	128	390	1039	-	-	783	-	-
Mov Cap-2 Maneuver	88	128	-	105	128	-	-	-	-	-	-	-
Stage 1	448	451	-	377	396	-	-	-	-	-	-	-
Stage 2	313	396	-	444	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.18	17.71	0.06	0.65
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	300	350	119	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.192	0.049	-	-
HCM Control Delay (s/veh)	8.5	0	-	17.2	17.7	9.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	2	58	20	8	47
Future Volume (vph)	10	2	58	20	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975		0.965			
Flt Protected	0.961					0.993
Satd. Flow (prot)	1197	0	1694	0	0	1809
Flt Permitted	0.961					0.993
Satd. Flow (perm)	1197	0	1694	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	13	3	74	26	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	100	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	2	58	20	8	47
Future Vol, veh/h	10	2	58	20	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	13	3	74	26	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	168	87	0	0	100	0
Stage 1	87	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	705	977	-	-	1505	-
Stage 1	809	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	977	-	-	1505	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10	0	1.08
HCM LOS	B		

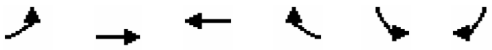
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	262	-
HCM Lane V/C Ratio	-	-	0.021	0.007	-
HCM Control Delay (s/veh)	-	-	10	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	1.2	0.2	0.0	1.4
Total Del/Veh (s)	7.2	7.0	0.8	0.4	3.3
Stop Delay (hr)	0.0	0.9	0.1	0.0	1.0
Stop Del/Veh (s)	6.2	5.2	0.2	0.1	2.2

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	41	63	22	23	48
Average Queue (ft)	5	52	1	1	4
95th Queue (ft)	24	57	11	12	25
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	44	0	0	0
Queuing Penalty (veh)	2	161	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	288	264	88	93	34
Future Volume (vph)	26	288	264	88	93	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.966			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1833	1804	0	1805	1615
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1833	1804	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	28	310	284	95	100	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	338	379	0	100	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

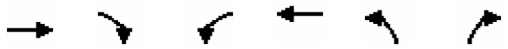
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	288	264	88	93	34
Future Vol, veh/h	26	288	264	88	93	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	28	310	284	95	100	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	697	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1158	-	-	-	410	715
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	398	715
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.68	0	15.24
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	149	-	-	-	398	715
HCM Lane V/C Ratio	0.024	-	-	-	0.251	0.051
HCM Control Delay (s/veh)	8.2	0	-	-	17	10.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	409	16	31	397	14	31
Future Volume (vph)	409	16	31	397	14	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.907	
Flt Protected				0.996	0.985	
Satd. Flow (prot)	1846	0	0	1838	1697	0
Flt Permitted				0.996	0.985	
Satd. Flow (perm)	1846	0	0	1838	1697	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	460	18	35	446	16	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	481	51	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

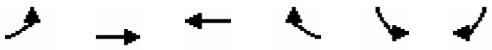
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	409	16	31	397	14	31
Future Vol, veh/h	409	16	31	397	14	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	460	18	35	446	16	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	478	0	984	469
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1020	-	278	599
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	265	599
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.63	14.48
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	130	-
HCM Lane V/C Ratio	0.117	-	-	0.034	-
HCM Control Delay (s/veh)	14.5	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	108	332	324	136	121	103
Future Volume (vph)	108	332	324	136	121	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.960		0.938	
Flt Protected		0.988			0.974	
Satd. Flow (prot)	0	1840	1788	0	1702	0
Flt Permitted		0.988			0.974	
Satd. Flow (perm)	0	1840	1788	0	1702	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1913	1833		668	
Travel Time (s)		37.3	35.7		15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	361	352	148	132	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	500	0	244	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	332	324	136	121	103
Future Vol, veh/h	108	332	324	136	121	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	361	352	148	132	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	1022	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	596	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1064	-	-	-	262	628
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	225	628
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.16	0	44.68
HCM LOS			E

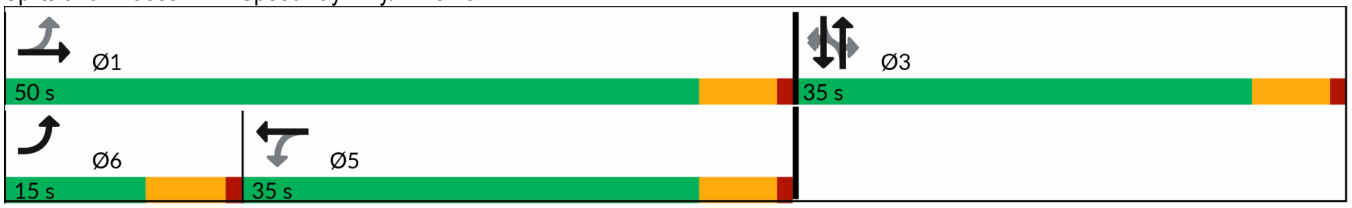
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	442	-	-	-	320
HCM Lane V/C Ratio	0.11	-	-	-	0.761
HCM Control Delay (s/veh)	8.8	0	-	-	44.7
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	5.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	347	7	3	382	864	4	27	7	753	28	100
Future Volume (vph)	82	347	7	3	382	864	4	27	7	753	28	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.976				0.850
Flt Protected	0.950							0.995			0.954	
Satd. Flow (prot)	1736	1876	0	0	1881	1599	0	1845	0	0	1778	1583
Flt Permitted	0.217				0.997			0.634			0.705	
Satd. Flow (perm)	396	1876	0	0	1876	1599	0	1176	0	0	1314	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				900		7				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1833			466			147			1087	
Travel Time (s)		35.7			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	85	361	7	3	398	900	4	28	7	784	29	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	368	0	0	401	900	0	39	0	0	813	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	31.2	31.2			20.4	73.4		29.9			29.9	29.9
Actuated g/C Ratio	0.43	0.43			0.28	1.00		0.41			0.41	0.41
v/c Ratio	0.27	0.46			0.77	0.56		0.08			1.52	0.14
Control Delay (s/veh)	13.3	15.8			35.5	1.4		15.8			268.3	4.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.3	15.8			35.5	1.4		15.8			268.3	4.0
LOS	B	B			D	A		B			F	A
Approach Delay (s/veh)		15.4			12.0			15.8			238.4	
Approach LOS		B			B			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 73.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay (s/veh): 89.2		Intersection LOS: F	
Intersection Capacity Utilization 103.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1142	9	17	1289	4	11
Future Volume (vph)	1142	9	17	1289	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	1879	0	0	3571	1484	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	1879	0	0	3571	1484	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	1241	10	18	1401	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1251	0	0	1419	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

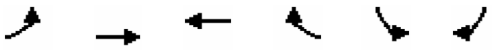
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1142	9	17	1289	4	11
Future Vol, veh/h	1142	9	17	1289	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	1241	10	18	1401	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1251	0	1984	1246
Stage 1	-	-	-	-	1246	-
Stage 2	-	-	-	-	737	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	563	-	49	200
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	389	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	563	-	46	200
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.75	45.12
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	-	-	47	-
HCM Lane V/C Ratio	0.154	-	-	0.033	-
HCM Control Delay (s/veh)	45.1	-	-	11.6	0.6
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1153	1304	3	4	2
Future Volume (vph)	0	1153	1304	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3539	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3539	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1267	1433	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1267	1436	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

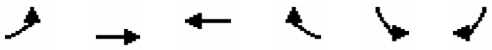
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1153	1304	3	4	2
Future Vol, veh/h	0	1153	1304	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1267	1433	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1436	0	-	0	2702	718
Stage 1	-	-	-	-	1435	-
Stage 2	-	-	-	-	1267	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	479	-	-	-	21	376
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	267	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	479	-	-	-	21	376
Mov Cap-2 Maneuver	-	-	-	-	21	-
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	267	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	155.88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	479	-	-	-	30
HCM Lane V/C Ratio	-	-	-	-	0.22
HCM Control Delay (s/veh)	0	-	-	-	155.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1157	1249	0	3	59
Future Volume (vph)	0	1157	1249	0	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1258	1358	0	3	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1258	1358	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

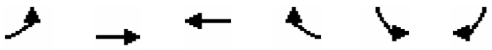
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1157	1249	0	3	59
Future Vol, veh/h	0	1157	1249	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1258	1358	0	3	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1861	679
Stage 1	-	-	-	-	1358	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	87	399
Stage 1	0	-	-	0	204	-
Stage 2	0	-	-	0	544	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	87	399
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	544	-

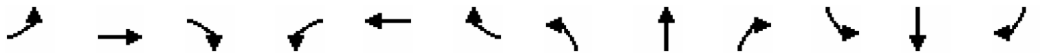
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	340
HCM Lane V/C Ratio	-	-	0.198
HCM Control Delay (s/veh)	-	-	18.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	1151	1248	40	0	0
Future Volume (vph)	10	1151	1248	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5037	3524	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5037	3524	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	11	1251	1357	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1262	1400	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

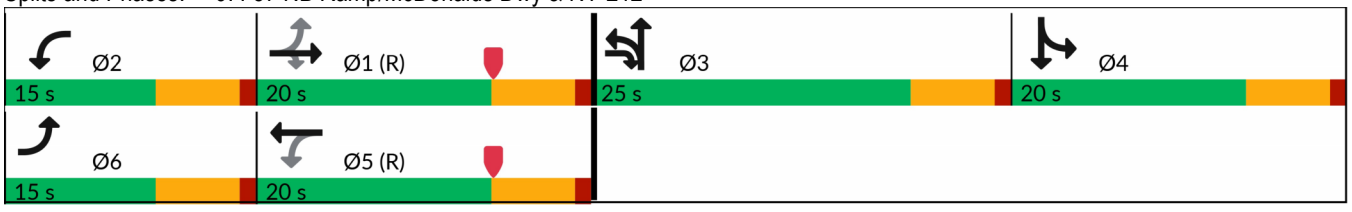


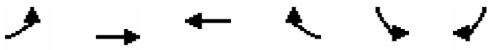
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	649	479	82	649	65	582	8	91	42	8	57
Future Volume (vph)	23	649	479	82	649	65	582	8	91	42	8	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.959			0.868	
Flt Protected	0.950			0.950			0.950	0.966		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3465	0	1618	1604	0	1805	1649	0
Flt Permitted	0.302			0.137			0.950	0.966		0.950		
Satd. Flow (perm)	574	1863	1482	260	3465	0	1618	1604	0	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			499		11			22			59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	676	499	85	676	68	606	8	95	44	8	59
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	24	676	499	85	744	0	358	351	0	44	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	32.3	28.0	54.2	37.2	33.9		19.0	19.0		6.6	6.6	
Actuated g/C Ratio	0.40	0.35	0.68	0.47	0.42		0.24	0.24		0.08	0.08	
v/c Ratio	0.07	1.03	0.42	0.34	0.50		0.93	0.88		0.29	0.35	
Control Delay (s/veh)	13.8	77.0	2.1	16.9	20.8		64.1	53.5		39.1	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.8	77.0	2.1	16.9	20.8		64.1	53.5		39.1	17.2	
LOS	B	E	A	B	C		E	D		D	B	
Approach Delay (s/veh)		44.6			20.5			58.9			25.9	
Approach LOS		D			C			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 40.4		Intersection LOS: D	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	782	789	0	3	8
Future Volume (vph)	0	782	789	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1845	5085	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1845	5085	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	869	877	0	3	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	869	877	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

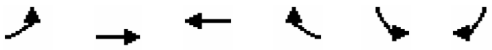
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	782	789	0	3	8
Future Vol, veh/h	0	782	789	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	869	877	0	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1746	438
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	112	488
Stage 1	0	-	-	0	298	-
Stage 2	0	-	-	0	403	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	112	488
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.84
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	255
HCM Lane V/C Ratio	-	-	0.048
HCM Control Delay (s/veh)	-	-	19.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	780	789	11	1	0
Future Volume (vph)	5	780	789	11	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	867	877	12	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	873	889	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

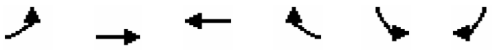
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	780	789	11	1	0
Future Vol, veh/h	5	780	789	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	867	877	12	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	889	0	-	0	1761	444
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	878	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	771	-	-	-	85	567
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	771	-	-	-	84	567
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	48.43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	84
HCM Lane V/C Ratio	0.007	-	-	-	0.013
HCM Control Delay (s/veh)	9.7	0	-	-	48.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	769	779	1	4	21
Future Volume (vph)	12	769	779	1	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	5033	3539	0	1670	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	5033	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	13	854	866	1	4	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	867	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			

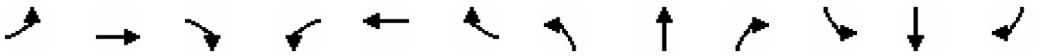
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	769	779	1	4	21
Future Vol, veh/h	12	769	779	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	13	854	866	1	4	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	867	0	-	0	1235	433
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	786	-	-	-	203	576
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	786	-	-	-	199	576
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	13.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	83	-	-	-	442
HCM Lane V/C Ratio	0.017	-	-	-	0.063
HCM Control Delay (s/veh)	9.7	0.2	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

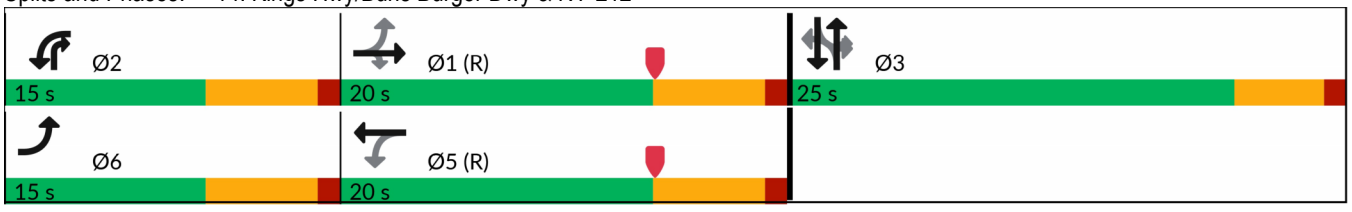


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	514	253	64	574	1	205	0	49	3	0	2
Future Volume (vph)	7	514	253	64	574	1	205	0	49	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.995			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3553	0	0	1736	1553	0	1745	0
Flt Permitted	0.387				0.772			0.754			0.853	
Satd. Flow (perm)	735	1881	1568	0	2757	0	0	1378	1553	0	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	8	559	275	70	624	1	223	0	53	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	559	275	0	695	0	0	223	53	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	31.6	28.7	28.7		33.7			14.0	23.5		14.0	
Actuated g/C Ratio	0.53	0.48	0.48		0.56			0.23	0.39		0.23	
v/c Ratio	0.01	0.62	0.30		0.43			0.69	0.08		0.01	
Control Delay (s/veh)	7.5	20.9	3.5		9.5			31.9	3.1		0.0	
Queue Delay	0.0	0.0	0.0		0.5			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	20.9	3.5		10.1			31.9	3.1		0.0	
LOS	A	C	A		B			C	A		A	
Approach Delay (s/veh)		15.1			10.1			26.4				
Approach LOS		B			B			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	564	2	16	636	3	12
Future Volume (vph)	564	2	16	636	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.890	
Flt Protected				0.999	0.991	
Satd. Flow (prot)	3574	0	0	3537	1562	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3574	0	0	3537	1562	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	606	2	17	684	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	608	0	0	701	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

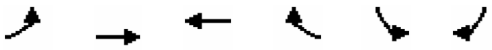
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	564	2	16	636	3	12
Future Vol, veh/h	564	2	16	636	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	606	2	17	684	3	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	609	0	984	304
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	980	-	249	671
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	980	-	244	671
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.49
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	-	-	88	-
HCM Lane V/C Ratio	0.032	-	-	0.018	-
HCM Control Delay (s/veh)	12.5	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

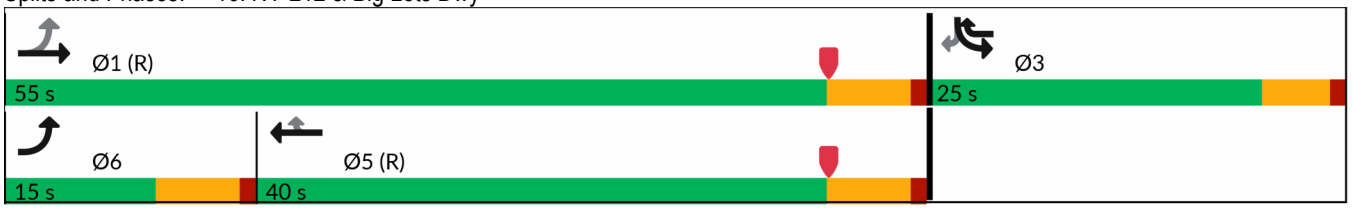


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	519	576	82	50	76
Future Volume (vph)	57	519	576	82	50	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.371				0.950	
Satd. Flow (perm)	705	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89		83
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	62	564	626	89	54	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	564	626	89	54	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.0	65.2	56.1	66.9	7.0	7.0
Actuated g/C Ratio	0.80	0.82	0.70	0.84	0.09	0.09
v/c Ratio	0.09	0.36	0.25	0.06	0.34	0.38
Control Delay (s/veh)	2.7	3.6	6.4	0.5	39.8	13.6
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	5.2	6.4	0.5	39.8	13.6
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		5.0	5.8		24.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	566	3	19	653	0	4	0	39	0	0	0
Future Volume (vph)	0	566	3	19	653	0	4	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.877				
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	615	3	21	710	0	4	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	618	0	21	710	0	0	46	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	566	3	19	653	0	4	0	39	0	0	0
Future Vol, veh/h	0	566	3	19	653	0	4	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	615	3	21	710	0	4	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	618	0	0	1368	1368	617	1366	1370	710
Stage 1	-	-	-	-	-	-	617	617	-	751	751	-
Stage 2	-	-	-	-	-	-	751	751	-	615	618	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	899	-	-	972	-	-	125	148	494	126	148	437
Stage 1	-	-	-	-	-	-	481	485	-	406	421	-
Stage 2	-	-	-	-	-	-	406	421	-	482	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	899	-	-	972	-	-	123	145	494	112	145	437
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	145	-	112	145	-
Stage 1	-	-	-	-	-	-	481	485	-	397	412	-
Stage 2	-	-	-	-	-	-	397	412	-	440	484	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.25	15.63	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	899	-	-	972	-	-	-
HCM Lane V/C Ratio	0.121	-	-	-	0.021	-	-	-
HCM Control Delay (s/veh)	15.6	0	-	-	8.8	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

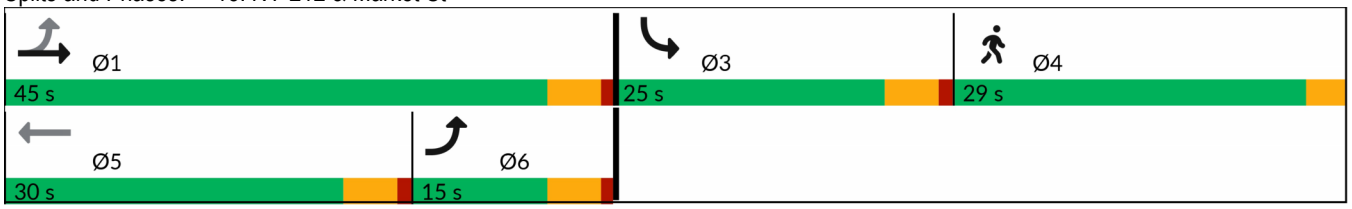


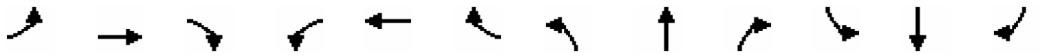
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	101	365	357	88	73	107	
Future Volume (vph)	101	365	357	88	73	107	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.920		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1787	1881	1849	0	1713	0	
Flt Permitted	0.386				0.980		
Satd. Flow (perm)	726	1881	1849	0	1713	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	107	388	380	94	78	114	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	107	388	474	0	192	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.3		11.1		
Actuated g/C Ratio	0.66	0.66	0.46		0.18		
v/c Ratio	0.17	0.31	0.55		0.61		
Control Delay (s/veh)	6.0	5.9	17.4		32.1		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	6.0	5.9	17.4		32.1		
LOS	A	A	B		C		
Approach Delay (s/veh)		6.0	17.5		32.1		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 61.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 15.0		Intersection LOS: B	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





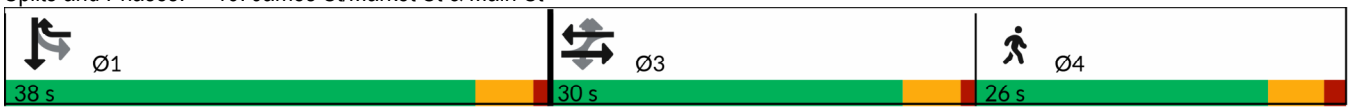
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	32	7	1	33	279	0	0	0	291	11	121
Future Volume (vph)	182	32	7	1	33	279	0	0	0	291	11	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.961	
Flt Protected		0.960			0.999						0.967	
Satd. Flow (prot)	0	1762	0	0	1844	1568	0	0	0	0	1754	0
Flt Permitted		0.740			0.992						0.967	
Satd. Flow (perm)	0	1358	0	0	1831	1568	0	0	0	0	1754	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	186	33	7	1	34	285	0	0	0	297	11	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	35	285	0	0	0	0	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.0			15.0	45.2					19.8	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.50			0.05	0.18					0.56	
Control Delay (s/veh)		17.7			12.1	0.2					13.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.7			12.1	0.2					13.0	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.8			1.6						13.0	
Approach LOS		B			A						B	

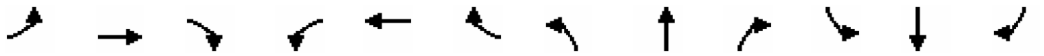
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 45.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



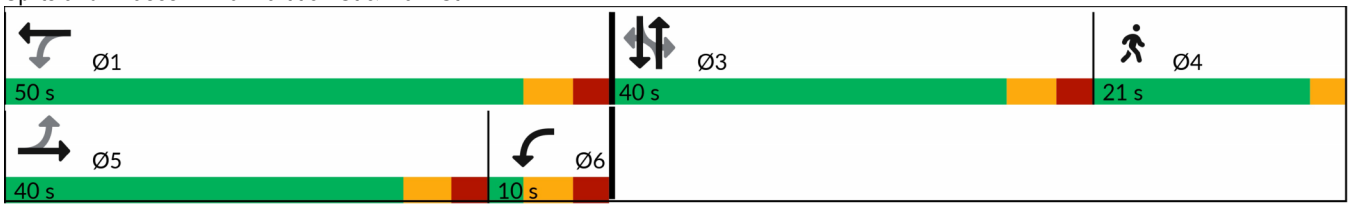
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	95	213	106	121	9	165	71	90	4	50	27
Future Volume (vph)	14	95	213	106	121	9	165	71	90	4	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911			0.995			0.963			0.954	
Flt Protected		0.998			0.978			0.975			0.998	
Satd. Flow (prot)	0	1722	0	0	1841	0	0	1761	0	0	1809	0
Flt Permitted		0.979			0.713			0.797			0.980	
Satd. Flow (perm)	0	1690	0	0	1342	0	0	1440	0	0	1776	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	97	217	108	123	9	168	72	92	4	51	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	240	0	0	332	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.0			18.0			20.9			20.9	
Actuated g/C Ratio		0.33			0.33			0.39			0.39	
v/c Ratio		0.58			0.53			0.59			0.12	
Control Delay (s/veh)		20.4			20.6			18.8			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.4			20.6			18.8			11.9	
LOS		C			C			B			B	
Approach Delay (s/veh)		20.4			20.7			18.9			11.9	
Approach LOS		C			C			B			B	

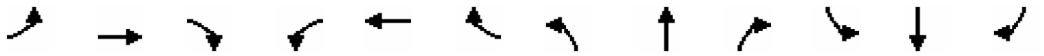
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 53.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.2		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

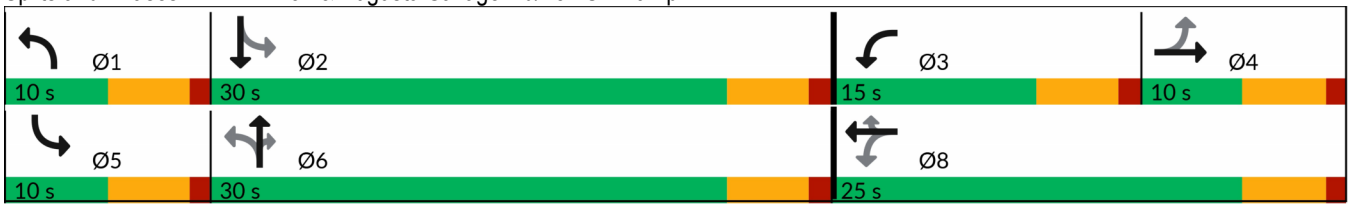


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	243	360	103	328	116	358	452	80	291	552	212
Future Volume (vph)	215	243	360	103	328	116	358	452	80	291	552	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941				0.850			0.850		0.958	
Flt Protected		0.987			0.988		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1868	1553	1805	1810	1553	1752	1769	0
Flt Permitted		0.364			0.621		0.160			0.301		
Satd. Flow (perm)	0	651	0	0	1174	1553	304	1810	1553	555	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47				123			201		35	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	229	259	383	110	349	123	381	481	85	310	587	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	871	0	0	459	123	381	481	85	310	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		20.0			20.0	20.0	30.0	25.0	25.0	30.0	25.0	
Actuated g/C Ratio		0.31			0.31	0.31	0.46	0.38	0.38	0.46	0.38	
v/c Ratio		3.75			1.27	0.21	1.49	0.69	0.11	0.89	1.15	
Control Delay (s/veh)		Error			167.3	4.9	260.4	23.0	0.3	42.9	109.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		Error			167.3	4.9	260.4	23.0	0.3	42.9	109.5	
LOS		F			F	A	F	C	A	D	F	
Approach Delay (s/veh)		1262.9			133.0			116.5			91.2	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 3.75			
Intersection Signal Delay (s/veh): 394.6		Intersection LOS: F	
Intersection Capacity Utilization 148.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	778	1050	3
Future Volume (vph)	0	5	4	778	1050	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1010	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	802	1082	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	802	1085	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	778	1050	3
Future Vol, veh/h	0	5	4	778	1050	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	802	1082	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1894	1084	1086	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	78	266	650	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	266	650	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.8	0.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	650	-	266	-	-
HCM Lane V/C Ratio	0.006	-	0.019	-	-
HCM Control Delay (s/veh)	10.6	-	18.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	240	261	517	814	70
Future Volume (vph)	84	240	261	517	814	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.989	
Flt Protected	0.987			0.983		
Satd. Flow (prot)	1655	0	0	1831	1842	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1655	0	0	1831	1842	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	547			1010	1610	
Travel Time (s)	12.4			12.5	20.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	261	284	562	885	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	352	0	0	846	961	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 118.2%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	262.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	240	261	517	814	70
Future Vol, veh/h	84	240	261	517	814	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	261	284	562	885	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	923	961	0	-	0
Stage 1	923	-	-	-	-	-
Stage 2	1129	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 61	327	716	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 26	327	716	-	-	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	164	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1601.02	4.46	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	81	-	-
HCM Lane V/C Ratio	0.396	-	4.325	-	-
HCM Control Delay (s/veh)	13.3	-	$ 1601	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1.9	-	37.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	599	884	0
Future Volume (vph)	0	0	2	599	884	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1610	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	624	921	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	626	921	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

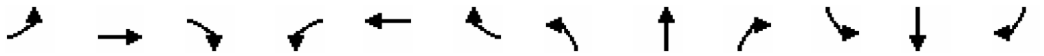
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	599	884	0
Future Vol, veh/h	0	0	2	599	884	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	624	921	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1549	921	921	0	-	0
Stage 1	921	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	331	750	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	331	750	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	9.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	11	5	56	3	28	11	530	58	57	823	1
Future Volume (vph)	1	11	5	56	3	28	11	530	58	57	823	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.956			0.987				
Flt Protected		0.998			0.969			0.999			0.997	
Satd. Flow (prot)	0	1818	0	0	1674	0	0	1815	0	0	1839	0
Flt Permitted		0.998			0.969			0.999			0.997	
Satd. Flow (perm)	0	1818	0	0	1674	0	0	1815	0	0	1839	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	13	6	65	3	33	13	616	67	66	957	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	101	0	0	696	0	0	1024	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 92.6%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	27.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	11	5	56	3	28	11	530	58	57	823	1
Future Vol, veh/h	1	11	5	56	3	28	11	530	58	57	823	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	8	0	0	0	3	6	3	3	0
Mvmt Flow	1	13	6	65	3	33	13	616	67	66	957	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1734	1799	958	1772	1766	650	958	0	0	684	0	0
Stage 1	1090	1090	-	676	676	-	-	-	-	-	-	-
Stage 2	644	709	-	1096	1091	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	70	81	315	~ 63	85	473	726	-	-	905	-	-
Stage 1	263	294	-	434	456	-	-	-	-	-	-	-
Stage 2	465	440	-	252	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	66	315	~ 42	69	473	726	-	-	905	-	-
Mov Cap-2 Maneuver	51	66	-	~ 42	69	-	-	-	-	-	-	-
Stage 1	222	248	-	421	443	-	-	-	-	-	-	-
Stage 2	417	427	-	198	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	60.36	$ 474.09	0.18	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	84	61	116	-	-
HCM Lane V/C Ratio	0.018	-	-	0.235	1.669	0.073	-	-
HCM Control Delay (s/veh)	10	0	-	60.4	$ 474.1	9.3	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	9.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	116	0	434	124	3	764
Future Volume (vph)	116	0	434	124	3	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.970			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1817	0	0	1881
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1817	0	0	1881
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	121	0	452	129	3	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	0	581	0	0	799
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

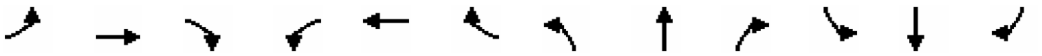
Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	116	0	434	124	3	764
Future Vol, veh/h	116	0	434	124	3	764
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	92	96
Heavy Vehicles, %	2	0	1	3	0	1
Mvmt Flow	121	0	452	129	3	796

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1319	517	0	0	581	0
Stage 1	517	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	173	563	-	-	1003	-
Stage 1	599	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	172	563	-	-	1003	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	64.14	0	0.04
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	172	7	-
HCM Lane V/C Ratio	-	-	0.702	0.003	-
HCM Control Delay (s/veh)	-	-	64.1	8.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	4.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	38	2	432	0	35	766	0
Future Volume (vph)	0	0	1	0	1	38	2	432	0	35	766	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.998	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	41	2	465	0	38	824	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	42	0	0	467	0	0	862	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	0	1	38	2	432	0	35	766	0
Future Vol, veh/h	0	0	1	0	1	38	2	432	0	35	766	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	41	2	465	0	38	824	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1368	1368	824	1368	1368	465	824	0	0	465	0	0
Stage 1	899	899	-	469	469	-	-	-	-	-	-	-
Stage 2	469	469	-	899	899	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	125	148	376	125	148	602	815	-	-	1092	-	-
Stage 1	336	360	-	579	564	-	-	-	-	-	-	-
Stage 2	578	564	-	336	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	138	376	117	138	602	815	-	-	1092	-	-
Mov Cap-2 Maneuver	108	138	-	117	138	-	-	-	-	-	-	-
Stage 1	315	337	-	577	562	-	-	-	-	-	-	-
Stage 2	536	562	-	314	337	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.6	12.03	0.04	0.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	376	554	79	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.076	0.034	-	-
HCM Control Delay (s/veh)	9.4	0	-	14.6	12	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	1	47	19	2	46
Future Volume (vph)	15	1	47	19	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.961			
Flt Protected	0.955					0.998
Satd. Flow (prot)	1800	0	1760	0	0	1809
Flt Permitted	0.955					0.998
Satd. Flow (perm)	1800	0	1760	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	17	1	54	22	2	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	76	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	1	47	19	2	46
Future Vol, veh/h	15	1	47	19	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	17	1	54	22	2	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	65	0	0	76	0
Stage 1	65	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	878	1005	-	-	1536	-
Stage 1	963	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1005	-	-	1536	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.16	0	0.31
HCM LOS	A		

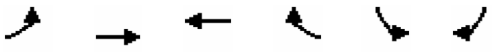
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	75	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Control Delay (s/veh)	-	-	9.2	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

8: NY-212 & Stewarts Enter Dwy Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	1.3	0.3	0.0	1.6
Total Del/Veh (s)	7.4	8.0	1.0	0.6	3.7
Stop Delay (hr)	0.0	1.0	0.1	0.0	1.1
Stop Del/Veh (s)	6.4	6.0	0.3	0.3	2.5

Intersection: 8: NY-212 & Stewarts Enter Dwy

Movement	EB	EB	EB	WB	WB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	34	65	52	40	64
Average Queue (ft)	5	52	7	4	12
95th Queue (ft)	23	62	34	23	44
Link Distance (ft)	39	39	39	50	50
Upstream Blk Time (%)	0	48	0	0	0
Queuing Penalty (veh)	1	187	1	1	3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	253	217	85	98	38
Future Volume (vph)	40	253	217	85	98	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1871	1795	0	1787	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1871	1795	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	41	261	224	88	101	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	302	312	0	101	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

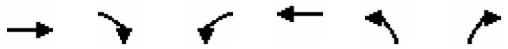
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	253	217	85	98	38
Future Vol, veh/h	40	253	217	85	98	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	41	261	224	88	101	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	611	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1261	-	-	-	459	766
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	441	766
Mov Cap-2 Maneuver	-	-	-	-	441	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.09	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	246	-	-	-	441	766
HCM Lane V/C Ratio	0.033	-	-	-	0.229	0.051
HCM Control Delay (s/veh)	8	0	-	-	15.6	10
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	14	24	335	18	23
Future Volume (vph)	365	14	24	335	18	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.925	
Flt Protected				0.997	0.978	
Satd. Flow (prot)	1862	0	0	1864	1580	0
Flt Permitted				0.997	0.978	
Satd. Flow (perm)	1862	0	0	1864	1580	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	12.6			10.5	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	380	15	25	349	19	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	395	0	0	374	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

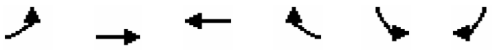
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	14	24	335	18	23
Future Vol, veh/h	365	14	24	335	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	380	15	25	349	19	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	395	0	786	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1122	-	355	641
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1122	-	345	641
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	120	-
HCM Lane V/C Ratio	0.092	-	-	0.022	-
HCM Control Delay (s/veh)	13.5	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	305	271	83	83	87
Future Volume (vph)	83	305	271	83	83	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.931	
Flt Protected		0.989			0.976	
Satd. Flow (prot)	0	1842	1803	0	1693	0
Flt Permitted		0.989			0.976	
Satd. Flow (perm)	0	1842	1803	0	1693	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1924	1819		651	
Travel Time (s)		37.5	35.4		14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	332	295	90	90	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	422	385	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	83	305	271	83	83	87
Future Vol, veh/h	83	305	271	83	83	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	332	295	90	90	95

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	385	0	-	0	852	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1174	-	-	-	330	703
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	299	703
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.78	0	19.92
HCM LOS			C

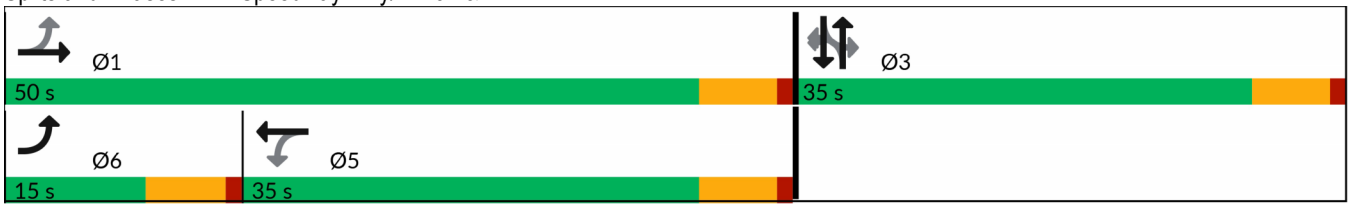
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	385	-	-	-	424
HCM Lane V/C Ratio	0.077	-	-	-	0.436
HCM Control Delay (s/veh)	8.3	0	-	-	19.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	314	7	11	260	736	3	37	4	676	34	79
Future Volume (vph)	66	314	7	11	260	736	3	37	4	676	34	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988				0.850
Flt Protected	0.950				0.998			0.997			0.955	
Satd. Flow (prot)	1626	1894	0	0	1861	1615	0	1781	0	0	1797	1553
Flt Permitted	0.314				0.974			0.877			0.703	
Satd. Flow (perm)	537	1894	0	0	1816	1615	0	1567	0	0	1323	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				775		4				116
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1819			466			147			1087	
Travel Time (s)		35.4			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	69	331	7	12	274	775	3	39	4	712	36	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	338	0	0	286	775	0	46	0	0	748	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	15.0	50.0		35.0	35.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	17.6%	58.8%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	41.2%
Maximum Green (s)	9.0	44.0		29.0	29.0		29.0	29.0		29.0	29.0	29.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	26.7	26.7			16.0	68.7		29.7			29.7	29.7
Actuated g/C Ratio	0.39	0.39			0.23	1.00		0.43			0.43	0.43
v/c Ratio	0.20	0.45			0.67	0.47		0.06			1.30	0.11
Control Delay (s/veh)	13.4	16.6			33.2	1.0		14.2			175.7	2.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	13.4	16.6			33.2	1.0		14.2			175.7	2.1
LOS	B	B			C	A		B			F	A
Approach Delay (s/veh)		16.1			9.7			14.3			158.4	
Approach LOS		B			A			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 68.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay (s/veh): 63.6		Intersection LOS: E	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1036	2	12	1024	1	19
Future Volume (vph)	1036	2	12	1024	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	10.6			16.6	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1079	2	13	1067	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1081	0	0	1080	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

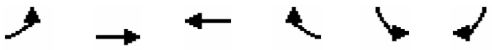
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1036	2	12	1024	1	19
Future Vol, veh/h	1036	2	12	1024	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1079	2	13	1067	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1639	1080
Stage 1	-	-	-	-	1080	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	653	-	102	267
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	653	-	99	267
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	20.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	-	-	42	-
HCM Lane V/C Ratio	0.084	-	-	0.019	-
HCM Control Delay (s/veh)	20.9	-	-	10.6	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1054	1036	6	1	0
Future Volume (vph)	0	1054	1036	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		27.2	5.8		4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1109	1091	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1109	1097	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

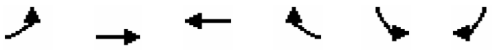
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1054	1036	6	1	0
Future Vol, veh/h	0	1054	1036	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1109	1091	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1097	0	-	0	2203	548
Stage 1	-	-	-	-	1094	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	644	-	-	-	44	485
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	644	-	-	-	44	485
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	318	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	88.88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	644	-	-	-	44
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s/veh)	0	-	-	-	88.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1054	992	0	12	50
Future Volume (vph)	0	1054	992	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.3	4.8		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1121	1055	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1121	1055	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

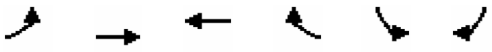
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1054	992	0	12	50
Future Vol, veh/h	0	1054	992	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1121	1055	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1504	528
Stage 1	-	-	-	-	1055	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	141	500
Stage 1	0	-	-	0	293	-
Stage 2	0	-	-	0	581	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	141	500
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	581	-

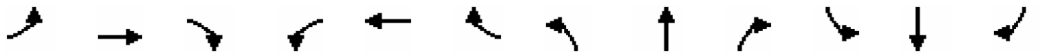
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.34
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	335
HCM Lane V/C Ratio	-	-	0.197
HCM Control Delay (s/veh)	-	-	18.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1066	992	32	0	0
Future Volume (vph)	0	1066	992	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5136	3557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3557	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.8	2.9		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1134	1055	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1134	1089	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

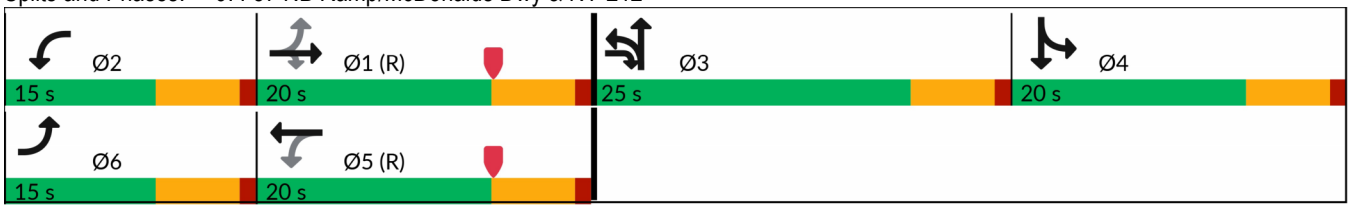


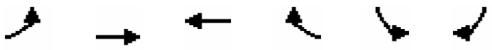
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	611	395	64	552	54	416	13	74	51	6	56
Future Volume (vph)	60	611	395	64	552	54	416	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.987			0.955			0.864	
Flt Protected	0.950			0.950			0.950	0.968		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3531	0	1698	1658	0	1805	1642	0
Flt Permitted	0.331			0.144			0.950	0.968		0.950		
Satd. Flow (perm)	629	1881	1615	274	3531	0	1698	1658	0	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			407		11			25			58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	630	407	66	569	56	429	13	76	53	6	58
Shared Lane Traffic (%)							39%					
Lane Group Flow (vph)	62	630	407	66	625	0	262	256	0	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5								
Detector Phase	6	1	3	2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0		20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%		25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0		14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Act Effct Green (s)	35.3	30.0	54.4	35.4	30.1		17.1	17.1		6.9	6.9	
Actuated g/C Ratio	0.44	0.38	0.68	0.44	0.38		0.21	0.21		0.09	0.09	
v/c Ratio	0.16	0.89	0.33	0.27	0.46		0.72	0.68		0.33	0.32	
Control Delay (s/veh)	14.5	47.1	1.7	16.5	23.3		40.9	35.7		39.6	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.5	47.1	1.7	16.5	23.3		40.9	35.7		39.6	16.0	
LOS	B	D	A	B	C		D	D		D	B	
Approach Delay (s/veh)		28.5			22.7			38.4			26.8	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 28.9		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	737	667	0	4	3
Future Volume (vph)	0	737	667	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		2.0	12.7		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	760	688	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	688	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

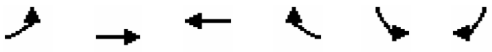
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	737	667	0	4	3
Future Vol, veh/h	0	737	667	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	760	688	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1447	344
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	165	561
Stage 1	0	-	-	0	388	-
Stage 2	0	-	-	0	453	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	165	561
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.68
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	237
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s/veh)	-	-	20.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	737	667	4	0	0
Future Volume (vph)	4	737	667	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.3	11.5		2.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	760	688	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	764	692	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

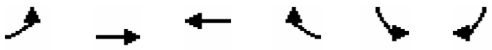
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	737	667	4	0	0
Future Vol, veh/h	4	737	667	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	760	688	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1458	346
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	913	-	-	-	133	656
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	913	-	-	-	132	656
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	461	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	726	656	10	1	16
Future Volume (vph)	11	726	656	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		4.4	10.4		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	764	691	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	776	702	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

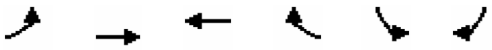
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	726	656	10	1	16
Future Vol, veh/h	11	726	656	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	764	691	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	701	0	-	0	1025	351
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	905	-	-	-	268	652
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	264	652
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	11.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	81	-	-	-	600
HCM Lane V/C Ratio	0.013	-	-	-	0.03
HCM Control Delay (s/veh)	9	0.1	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	727	657	0	0	9
Future Volume (vph)	0	727	657	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.4	7.8		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	790	714	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	790	714	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			

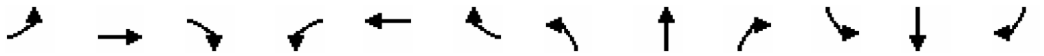
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	727	657	0	0	9
Future Vol, veh/h	0	727	657	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	790	714	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	357
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	645
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.67
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	645
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

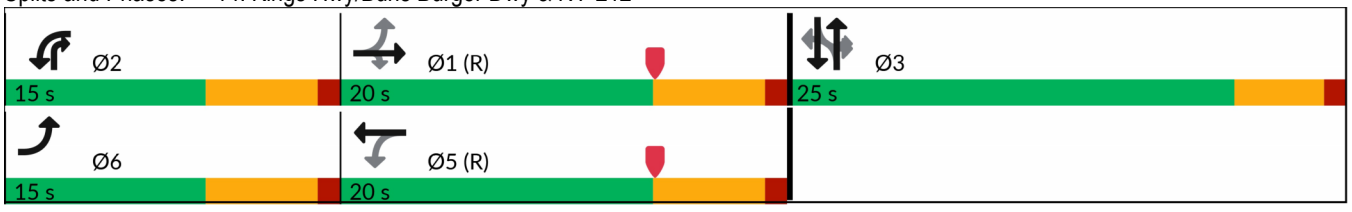


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	476	239	47	459	6	196	1	46	3	1	2
Future Volume (vph)	12	476	239	47	459	6	196	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.443				0.860			0.724			0.871	
Satd. Flow (perm)	842	1881	1615	0	3071	0	0	1349	1615	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260		2				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	517	260	51	499	7	213	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	517	260	0	557	0	0	214	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	31.8	28.8	28.8		33.9			13.8	23.4		13.8	
Actuated g/C Ratio	0.53	0.48	0.48		0.57			0.23	0.39		0.23	
v/c Ratio	0.02	0.57	0.28		0.31			0.69	0.07		0.01	
Control Delay (s/veh)	7.5	19.4	3.4		8.3			32.0	3.0		13.0	
Queue Delay	0.0	0.0	0.0		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	19.4	3.4		8.6			32.0	3.0		13.0	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		14.0			8.6			26.6			13.0	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	520	6	17	508	3	14
Future Volume (vph)	520	6	17	508	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.5			2.4	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	578	7	19	564	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	585	0	0	583	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

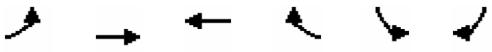
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	520	6	17	508	3	14
Future Vol, veh/h	520	6	17	508	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	578	7	19	564	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	584	0	901	292
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1000	-	281	710
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1000	-	275	710
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	555	-	-	117	-
HCM Lane V/C Ratio	0.034	-	-	0.019	-
HCM Control Delay (s/veh)	11.7	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

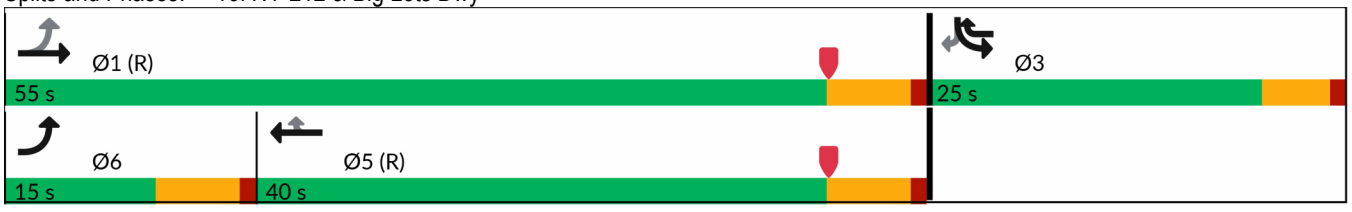


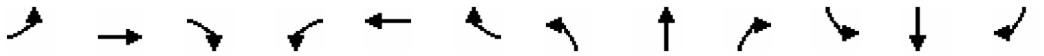
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	452	432	77	48	92
Future Volume (vph)	82	452	432	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.433				0.950	
Satd. Flow (perm)	823	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	491	470	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	491	470	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	55.9	66.6	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.12	0.31	0.18	0.06	0.33	0.43
Control Delay (s/veh)	2.7	3.3	6.2	0.6	39.6	13.8
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.5	6.2	0.6	39.6	13.8
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.3	5.4		22.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	497	2	17	502	0	4	0	37	2	0	1
Future Volume (vph)	1	497	2	17	502	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		10.2			11.0			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	529	2	18	534	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	18	534	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	497	2	17	502	0	4	0	37	2	0	1
Future Vol, veh/h	1	497	2	17	502	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	529	2	18	534	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	531	0	0	1102	1102	530	1101	1103	534
Stage 1	-	-	-	-	-	-	532	532	-	570	570	-
Stage 2	-	-	-	-	-	-	570	570	-	531	533	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1047	-	-	191	213	547	191	213	550
Stage 1	-	-	-	-	-	-	535	529	-	510	508	-
Stage 2	-	-	-	-	-	-	510	508	-	536	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1047	-	-	187	209	547	174	209	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	209	-	174	209	-
Stage 1	-	-	-	-	-	-	534	528	-	501	500	-
Stage 2	-	-	-	-	-	-	500	500	-	496	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.28	13.64	21.21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	4	-	-	1047	-	-	225
HCM Lane V/C Ratio	0.095	0.001	-	-	0.017	-	-	0.014
HCM Control Delay (s/veh)	13.6	8.5	0	-	8.5	-	-	21.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

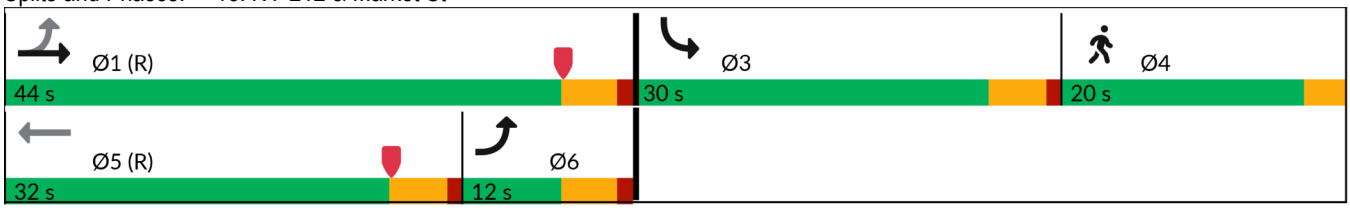


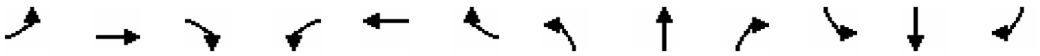
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	67	336	361	50	57	66	
Future Volume (vph)	67	336	361	50	57	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.928		
Flt Protected	0.950				0.977		
Satd. Flow (prot)	1805	1881	1853	0	1723	0	
Flt Permitted	0.451				0.977		
Satd. Flow (perm)	857	1881	1853	0	1723	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	75	378	406	56	64	74	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	75	378	462	0	138	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.1	72.1	62.5		11.9		
Actuated g/C Ratio	0.77	0.77	0.66		0.13		
v/c Ratio	0.10	0.26	0.37		0.63		
Control Delay (s/veh)	3.8	4.1	9.4		51.3		
Queue Delay	0.0	0.0	0.8		0.0		
Total Delay (s/veh)	3.8	4.1	10.3		51.3		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.1	10.3		51.3		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





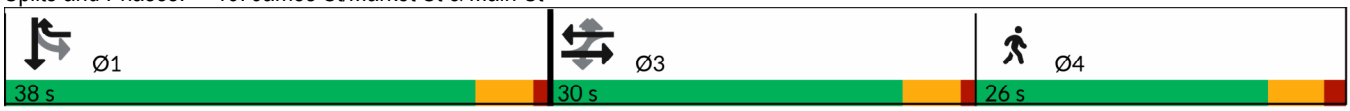
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	253	0	0	0	253	6	116
Future Volume (vph)	152	41	3	7	33	253	0	0	0	253	6	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.958	
Flt Protected		0.963			0.991						0.967	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1748	0
Flt Permitted		0.744			0.941						0.967	
Satd. Flow (perm)	0	1400	0	0	1788	1599	0	0	0	0	1748	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	288	0	0	0	288	7	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	288	0	0	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.7			14.7	44.6					19.6	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.48			0.07	0.18					0.55	
Control Delay (s/veh)		17.3			12.2	0.2					12.7	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.3			12.2	0.2					12.7	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.3			1.9						12.7	
Approach LOS		B			A						B	

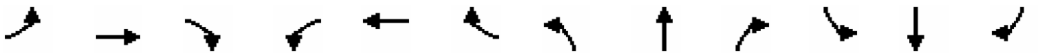
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



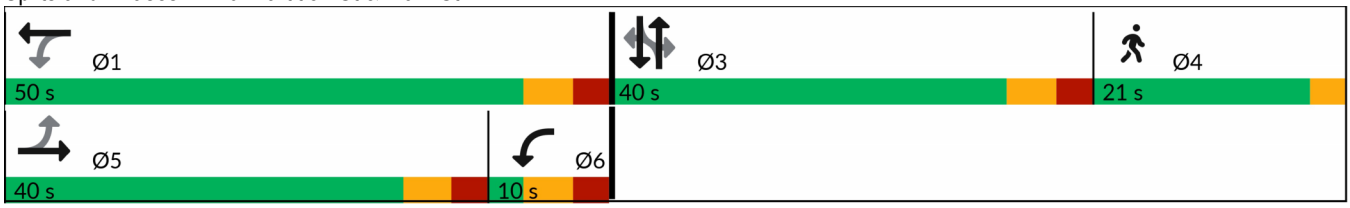
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	183	93	118	1	161	29	84	1	48	16
Future Volume (vph)	11	100	183	93	118	1	161	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916			0.999			0.959			0.967	
Flt Protected		0.998			0.978			0.971			0.999	
Satd. Flow (prot)	0	1720	0	0	1838	0	0	1769	0	0	1835	0
Flt Permitted		0.981			0.717			0.777			0.995	
Satd. Flow (perm)	0	1691	0	0	1348	0	0	1416	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	208	106	134	1	183	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	335	0	0	241	0	0	311	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.9			17.9			19.9			19.9	
Actuated g/C Ratio		0.34			0.34			0.38			0.38	
v/c Ratio		0.58			0.52			0.58			0.10	
Control Delay (s/veh)		19.9			19.8			18.9			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.9			19.8			18.9			12.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		20.0			19.9			18.9			12.0	
Approach LOS		B			B			B			B	

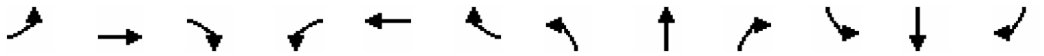
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

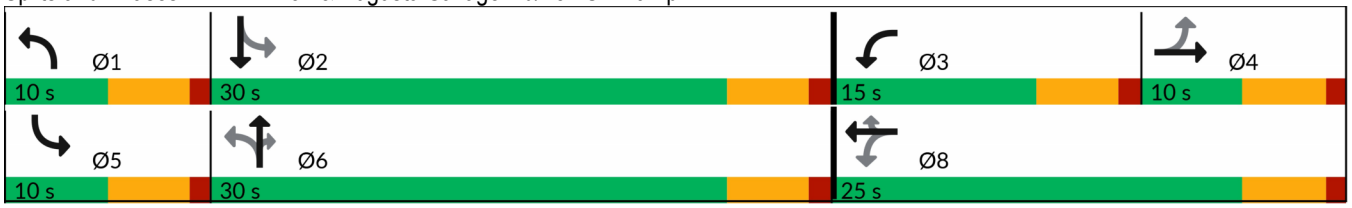


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	175	244	135	219	85	218	461	159	568	412	162
Future Volume (vph)	174	175	244	135	219	85	218	461	159	568	412	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944				0.850			0.850		0.958	
Flt Protected		0.986			0.981		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1857	1468	1805	1863	1615	1805	1807	0
Flt Permitted		0.482			0.552		0.172			0.258		
Satd. Flow (perm)	0	865	0	0	1045	1468	327	1863	1615	490	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				117			201		35	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	193	194	271	150	243	94	242	512	177	631	458	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	658	0	0	393	94	242	512	177	631	638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		
Detector Phase	4	4		3	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	7.0	7.0	3.0	7.0	
Minimum Split (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	10.0		15.0	25.0	25.0	10.0	30.0	30.0	10.0	30.0	
Total Split (%)	15.4%	15.4%		23.1%	38.5%	38.5%	15.4%	46.2%	46.2%	15.4%	46.2%	
Maximum Green (s)	5.0	5.0		10.0	20.0	20.0	5.0	25.0	25.0	5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		19.3			19.3	19.3	28.4	23.3	23.3	28.4	23.3	
Actuated g/C Ratio		0.31			0.31	0.31	0.45	0.37	0.37	0.45	0.37	
v/c Ratio		2.23			1.22	0.17	0.90	0.73	0.24	1.93	0.92	
Control Delay (s/veh)		582.4			150.3	3.6	52.3	24.8	2.7	448.9	39.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		582.4			150.3	3.6	52.3	24.8	2.7	448.9	39.4	
LOS		F			F	A	D	C	A	F	D	
Approach Delay (s/veh)		582.4			122.0			27.8			243.1	
Approach LOS		F			F			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 62.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.23			
Intersection Signal Delay (s/veh): 232.3		Intersection LOS: F	
Intersection Capacity Utilization 125.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	717	1135	1
Future Volume (vph)	0	6	4	717	1135	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1143	
Travel Time (s)	6.3			17.0	17.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	824	1305	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	824	1306	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	717	1135	1
Future Vol, veh/h	0	6	4	717	1135	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	824	1305	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2139	1305	1306	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	198	537	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	198	537	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.88	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	537	-	198	-	-
HCM Lane V/C Ratio	0.009	-	0.035	-	-
HCM Control Delay (s/veh)	11.8	-	23.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	69	218	220	496	919	53
Future Volume (vph)	69	218	220	496	919	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.993	
Flt Protected	0.988			0.985		
Satd. Flow (prot)	1651	0	0	1835	1850	0
Flt Permitted	0.988			0.985		
Satd. Flow (perm)	1651	0	0	1835	1850	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	695			1143	1477	
Travel Time (s)	15.8			14.2	18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	237	239	539	999	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	312	0	0	778	1057	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 117.1%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	169.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	218	220	496	919	53
Future Vol, veh/h	69	218	220	496	919	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	237	239	539	999	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2045	1028	1057	0	-	0
Stage 1	1028	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 62	284	659	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 30	284	659	-	-	-
Mov Cap-2 Maneuver	~ 30	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1156.73	4.16	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	462	-	93	-	-
HCM Lane V/C Ratio	0.363	-	3.357	-	-
HCM Control Delay (s/veh)	13.5	-	$ 1156.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.7	-	31.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	559	967	3
Future Volume (vph)	1	4	6	559	967	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1857	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1857	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1477	1997	
Travel Time (s)	14.8			59.5	5.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	635	1099	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	642	1102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

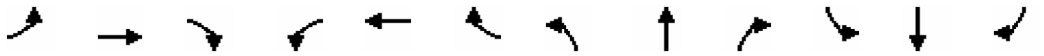
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	559	967	3
Future Vol, veh/h	1	4	6	559	967	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	635	1099	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1749	1101	1102	0	-	0
Stage 1	1101	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	95	260	571	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	260	571	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.32	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	19	-	192	-	-
HCM Lane V/C Ratio	0.012	-	0.03	-	-
HCM Control Delay (s/veh)	11.4	0	24.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	43	3	26	10	508	43	36	918	1
Future Volume (vph)	0	3	9	43	3	26	10	508	43	36	918	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.951			0.990				
Flt Protected					0.971			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1754	0	0	1846	0	0	1896	0
Flt Permitted					0.971			0.999			0.998	
Satd. Flow (perm)	0	1702	0	0	1754	0	0	1846	0	0	1896	0
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.5			9.5			45.4			18.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	49	3	30	11	577	49	41	1043	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	82	0	0	637	0	0	1085	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	9	43	3	26	10	508	43	36	918	1
Future Vol, veh/h	0	3	9	43	3	26	10	508	43	36	918	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	0	3	10	49	3	30	11	577	49	41	1043	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1727	1774	1044	1751	1751	602	1044	0	0	626	0	0
Stage 1	1126	1126	-	624	624	-	-	-	-	-	-	-
Stage 2	602	649	-	1127	1126	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	70	84	281	68	87	504	674	-	-	965	-	-
Stage 1	251	283	-	476	481	-	-	-	-	-	-	-
Stage 2	490	469	-	251	282	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	73	281	55	76	504	674	-	-	965	-	-
Mov Cap-2 Maneuver	56	73	-	55	76	-	-	-	-	-	-	-
Stage 1	226	254	-	464	468	-	-	-	-	-	-	-
Stage 2	446	456	-	214	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.86	187.77	0.19	0.34
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	164	82	68	-	-
HCM Lane V/C Ratio	0.017	-	-	0.083	0.995	0.042	-	-
HCM Control Delay (s/veh)	10.4	0	-	28.9	187.8	8.9	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	5.5	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	0	422	110	0	841
Future Volume (vph)	115	0	422	110	0	841
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1810	0	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1810	0	0	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.1		30.8			32.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	131	0	480	125	0	956
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	605	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

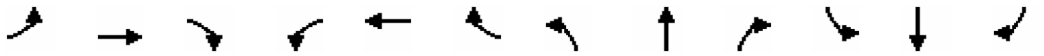
Intersection	
Int Delay, s/veh	10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	115	0	422	110	0	841
Future Vol, veh/h	115	0	422	110	0	841
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	1	6	0	0
Mvmt Flow	131	0	480	125	0	956

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1498	542	0	0	605	0
Stage 1	542	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	135	544	-	-	983	-
Stage 1	583	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	544	-	-	983	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	32.94	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	135	983	-
HCM Lane V/C Ratio	-	-	0.969	-	-
HCM Control Delay (s/veh)	-	-	132.9	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	6.7	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	418	2	47	841	0
Future Volume (vph)	0	0	0	0	1	34	2	418	2	47	841	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		6.7			8.0			32.6			14.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	464	2	52	934	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	468	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	418	2	47	841	0
Future Vol, veh/h	0	0	0	0	1	34	2	418	2	47	841	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	464	2	52	934	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1508	1510	934	1509	1509	466	934	0	0	467	0	0
Stage 1	1039	1039	-	470	470	-	-	-	-	-	-	-
Stage 2	469	471	-	1039	1039	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	100	122	325	100	122	601	741	-	-	1095	-	-
Stage 1	281	310	-	578	563	-	-	-	-	-	-	-
Stage 2	578	563	-	281	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	109	325	90	109	601	741	-	-	1095	-	-
Mov Cap-2 Maneuver	83	109	-	90	109	-	-	-	-	-	-	-
Stage 1	253	279	-	576	561	-	-	-	-	-	-	-
Stage 2	539	561	-	253	279	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.29	0.05	0.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	-	533	95	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.073	0.048	-	-
HCM Control Delay (s/veh)	9.9	0	-	0	12.3	8.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	2	31	15	3	37
Future Volume (vph)	13	2	31	15	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983		0.956			
Flt Protected	0.958					0.996
Satd. Flow (prot)	1789	0	1816	0	0	1892
Flt Permitted	0.958					0.996
Satd. Flow (perm)	1789	0	1816	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	2	33	16	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	49	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

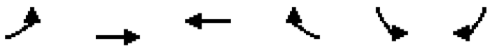
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	31	15	3	37
Future Vol, veh/h	13	2	31	15	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	2	33	16	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	41	0	0	49	0
Stage 1	41	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	919	1036	-	-	1571	-
Stage 1	987	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	917	1036	-	-	1571	-
Mov Cap-2 Maneuver	917	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.93	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	135	-
HCM Lane V/C Ratio	-	-	0.017	0.002	-
HCM Control Delay (s/veh)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	253	217	85	98	38
Future Volume (vph)	40	253	217	85	98	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1871	1795	0	1787	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1871	1795	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	41	261	224	88	101	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	302	312	0	101	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	253	217	85	98	38
Future Vol, veh/h	40	253	217	85	98	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	41	261	224	88	101	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	611	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1261	-	-	-	459	766
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	441	766
Mov Cap-2 Maneuver	-	-	-	-	441	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.09	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	246	-	-	-	441	766
HCM Lane V/C Ratio	0.033	-	-	-	0.229	0.051
HCM Control Delay (s/veh)	8	0	-	-	15.6	10
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	14	24	335	18	23
Future Volume (vph)	365	14	24	335	18	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.925	
Flt Protected				0.997	0.978	
Satd. Flow (prot)	1862	0	0	1864	1580	0
Flt Permitted				0.997	0.978	
Satd. Flow (perm)	1862	0	0	1864	1580	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	380	15	25	349	19	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	395	0	0	374	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	14	24	335	18	23
Future Vol, veh/h	365	14	24	335	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	380	15	25	349	19	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	395	0	786	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1122	-	355	641
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1122	-	345	641
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	120	-
HCM Lane V/C Ratio	0.092	-	-	0.022	-
HCM Control Delay (s/veh)	13.5	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	271	0	83	83	87	83	305
Future Volume (vph)	0	0	0	271	0	83	83	87	83	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.968		0.931		0.882	
Flt Protected					0.963		0.976		0.989	
Satd. Flow (prot)	0	1863	0	0	1736	0	1693	0	0	0
Flt Permitted					0.963		0.976		0.989	
Satd. Flow (perm)	0	1863	0	0	1736	0	1693	0	0	0
Link Speed (mph)		35			35		30		30	
Link Distance (ft)		1242			59		557		1201	
Travel Time (s)		24.2			1.1		12.7		27.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	295	0	90	90	95	90	332
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	385	0	185	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		0	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Sign Control		Free			Free		Stop		Stop	

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

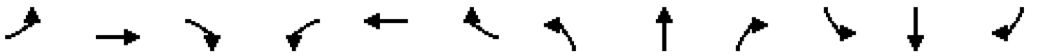
Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Vol, veh/h	0	0	0	271	0	83	83	87	83	305
Future Vol, veh/h	0	0	0	271	0	83	83	87	83	305
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	295	0	90	90	95	90	332

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	90	0	-	0	0	0	634	-
Stage 1	-	-	-	-	-	-	634	-
Stage 2	-	-	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	-
Pot Cap-1 Maneuver	1505	-	0	-	-	-	443	0
Stage 1	-	-	0	-	-	-	528	0
Stage 2	-	-	0	-	-	-	-	0
Platoon blocked, %		-			-	-		-
Mov Cap-1 Maneuver	1505	-	-	-	-	-	443	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	443	-
Stage 1	-	-	-	-	-	-	528	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0		15.19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	-	443
HCM Lane V/C Ratio	-	-	-	-	-	0.204
HCM Control Delay (s/veh)	0	-	-	-	-	15.2
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.8

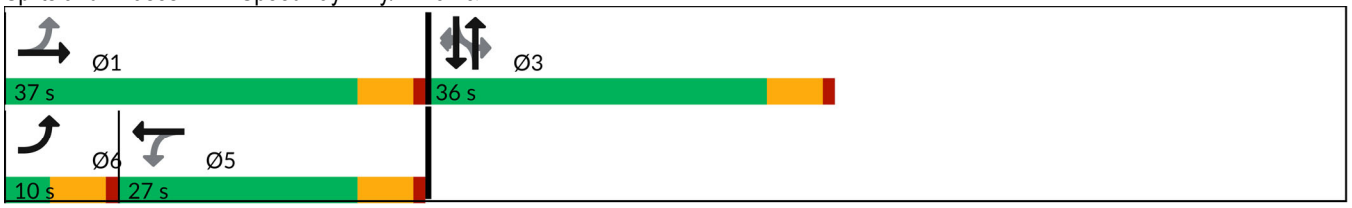


Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	66	314	7	11	260	736	3	37	4	676	34	79
Future Volume (vph)	66	314	7	11	260	736	3	37	4	676	34	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0						0	0		
Storage Lanes	1		0						0	0		
Taper Length (ft)	25									25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988				0.850
Flt Protected	0.950				0.998			0.997			0.955	
Satd. Flow (prot)	1626	1894	0	0	1861	1615	0	1781	0	0	1797	1553
Flt Permitted	0.339				0.975			0.938			0.703	
Satd. Flow (perm)	580	1894	0	0	1818	1615	0	1676	0	0	1323	1553
Right Turn on Red						Yes			Yes			
Satd. Flow (RTOR)						775		4				
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1759			466			147			1087	
Travel Time (s)		34.3			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	69	331	7	12	274	775	3	39	4	712	36	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	338	0	0	286	775	0	46	0	0	748	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	6	1			5			3			3	

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR2
Permitted Phases	1			5		Free	3			3		3
Detector Phase	6	1		5	5		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	10.0	37.0		27.0	27.0		36.0	36.0		36.0	36.0	36.0
Total Split (%)	8.5%	31.4%		22.9%	22.9%		30.5%	30.5%		30.5%	30.5%	30.5%
Maximum Green (s)	4.0	31.0		21.0	21.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	24.8	24.8			17.2	67.3		30.3			30.3	30.3
Actuated g/C Ratio	0.37	0.37			0.26	1.00		0.45			0.45	0.45
v/c Ratio	0.25	0.48			0.62	0.48		0.06			1.26	0.12
Control Delay (s/veh)	15.3	18.3			29.0	1.0		12.0			151.7	13.4
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	15.3	18.3			29.0	1.0		12.0			151.7	13.4
LOS	B	B			C	A		B			F	B
Approach Delay (s/veh)		17.8			8.6			12.0			137.9	
Approach LOS		B			A			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 118			
Actuated Cycle Length: 67.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay (s/veh): 56.1		Intersection LOS: E	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1036	2	12	1024	1	19
Future Volume (vph)	1036	2	12	1024	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1079	2	13	1067	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1081	0	0	1080	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

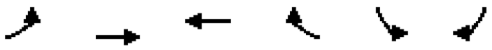
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1036	2	12	1024	1	19
Future Vol, veh/h	1036	2	12	1024	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1079	2	13	1067	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1639	1080
Stage 1	-	-	-	-	1080	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	653	-	102	267
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	653	-	99	267
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	20.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	-	-	42	-
HCM Lane V/C Ratio	0.084	-	-	0.019	-
HCM Control Delay (s/veh)	20.9	-	-	10.6	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1054	1036	6	1	0
Future Volume (vph)	0	1054	1036	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1109	1091	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1109	1097	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

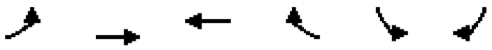
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1054	1036	6	1	0
Future Vol, veh/h	0	1054	1036	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1109	1091	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1097	0	-	0	2203	548
Stage 1	-	-	-	-	1094	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	644	-	-	-	44	485
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	644	-	-	-	44	485
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	318	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	88.88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	644	-	-	-	44
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s/veh)	0	-	-	-	88.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1054	992	0	12	50
Future Volume (vph)	0	1054	992	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1121	1055	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1121	1055	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

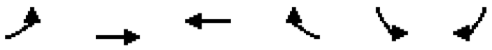
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1054	992	0	12	50
Future Vol, veh/h	0	1054	992	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1121	1055	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1504	528
Stage 1	-	-	-	-	1055	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	141	500
Stage 1	0	-	-	0	293	-
Stage 2	0	-	-	0	581	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	141	500
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	581	-

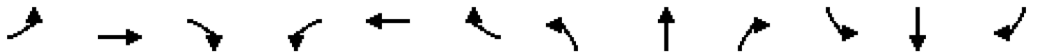
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.34
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	335
HCM Lane V/C Ratio	-	-	0.197
HCM Control Delay (s/veh)	-	-	18.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1066	992	32	0	0
Future Volume (vph)	0	1066	992	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5136	3557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3557	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1134	1055	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1134	1089	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

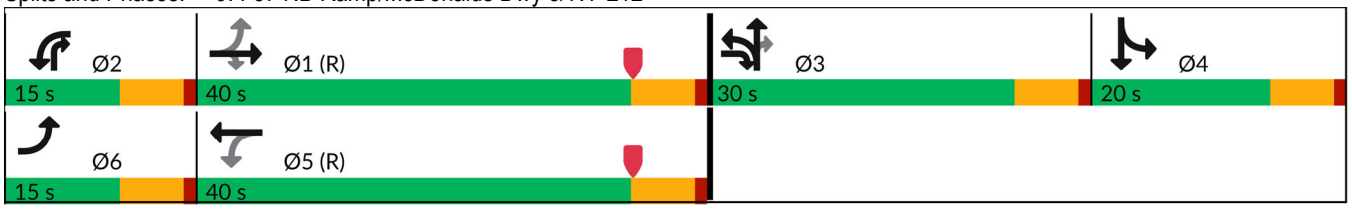


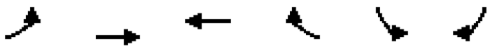
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	611	395	64	552	54	416	13	74	51	6	56
Future Volume (vph)	60	611	395	64	552	54	416	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.987				0.850		0.864	
Flt Protected	0.950			0.950			0.950	0.955		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3531	0	1698	1708	1615	1805	1642	0
Flt Permitted	0.360			0.215			0.950	0.955		0.950		
Satd. Flow (perm)	684	1881	1615	408	3531	0	1698	1708	1615	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			407		10				94		58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	630	407	66	569	56	429	13	76	53	6	58
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	62	630	407	66	625	0	219	223	76	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	56.6	51.3	78.6	56.8	51.4		20.1	20.1	27.6	7.6	7.6	
Actuated g/C Ratio	0.54	0.49	0.75	0.54	0.49		0.19	0.19	0.26	0.07	0.07	
v/c Ratio	0.14	0.69	0.31	0.22	0.36		0.68	0.68	0.15	0.41	0.37	
Control Delay (s/veh)	13.2	29.9	1.3	13.5	21.8		49.6	50.0	2.9	55.1	20.4	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.2	29.9	1.3	13.5	22.0		49.6	50.0	2.9	55.1	20.4	
LOS	B	C	A	B	C		D	D	A	E	C	
Approach Delay (s/veh)		18.4			21.2			42.9			36.1	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 25.3		Intersection LOS: C	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	737	667	0	4	3
Future Volume (vph)	0	737	667	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	760	688	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	688	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

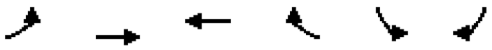
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	737	667	0	4	3
Future Vol, veh/h	0	737	667	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	760	688	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1447	344
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	165	561
Stage 1	0	-	-	0	388	-
Stage 2	0	-	-	0	453	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	165	561
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.68
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	237
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s/veh)	-	-	20.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	737	667	4	0	0
Future Volume (vph)	4	737	667	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	760	688	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	764	692	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

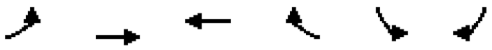
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	737	667	4	0	0
Future Vol, veh/h	4	737	667	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	760	688	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1458	346
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	913	-	-	-	133	656
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	913	-	-	-	132	656
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	461	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	726	656	10	1	16
Future Volume (vph)	11	726	656	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	764	691	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	776	702	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

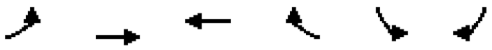
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	726	656	10	1	16
Future Vol, veh/h	11	726	656	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	764	691	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	701	0	-	0	1025	351
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	905	-	-	-	268	652
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	264	652
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	11.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	81	-	-	-	600
HCM Lane V/C Ratio	0.013	-	-	-	0.03
HCM Control Delay (s/veh)	9	0.1	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	727	657	0	0	9
Future Volume (vph)	0	727	657	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	790	714	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	790	714	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			

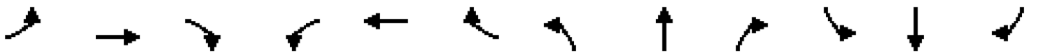
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	727	657	0	0	9
Future Vol, veh/h	0	727	657	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	790	714	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	357
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	645
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.67
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	645
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

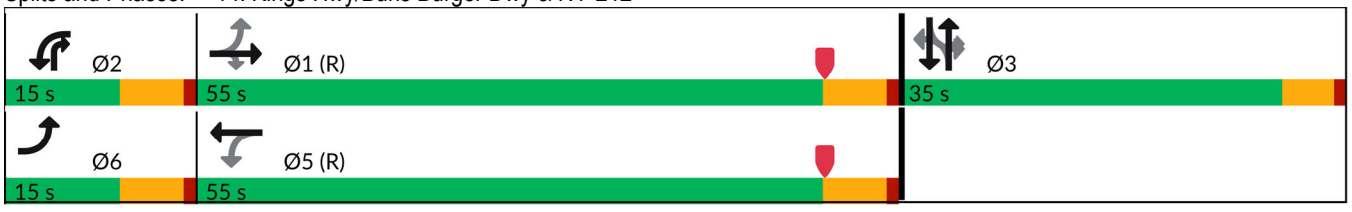


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	476	239	47	459	6	196	1	46	3	1	2
Future Volume (vph)	12	476	239	47	459	6	196	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.443				0.863			0.724			0.892	
Satd. Flow (perm)	842	1881	1615	0	3082	0	0	1349	1615	0	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260		2				50		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	517	260	51	499	7	213	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	517	260	0	557	0	0	214	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	68.4	64.5	64.5		71.6			21.0	30.6		21.0	
Actuated g/C Ratio	0.65	0.61	0.61		0.68			0.20	0.29		0.20	
v/c Ratio	0.02	0.45	0.24		0.26			0.79	0.10		0.02	
Control Delay (s/veh)	6.0	7.7	1.3		4.5			59.8	7.0		25.5	
Queue Delay	0.0	0.3	0.2		0.2			0.0	0.0		0.0	
Total Delay (s/veh)	6.0	8.0	1.5		4.7			59.8	7.0		25.5	
LOS	A	A	A		A			E	A		C	
Approach Delay (s/veh)		5.8			4.7			49.8			25.5	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	520	6	17	508	3	14
Future Volume (vph)	520	6	17	508	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	578	7	19	564	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	585	0	0	583	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

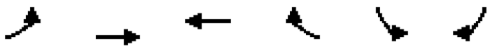
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	520	6	17	508	3	14
Future Vol, veh/h	520	6	17	508	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	578	7	19	564	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	584	0	901	292
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1000	-	281	710
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1000	-	275	710
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	555	-	-	117	-
HCM Lane V/C Ratio	0.034	-	-	0.019	-
HCM Control Delay (s/veh)	11.7	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

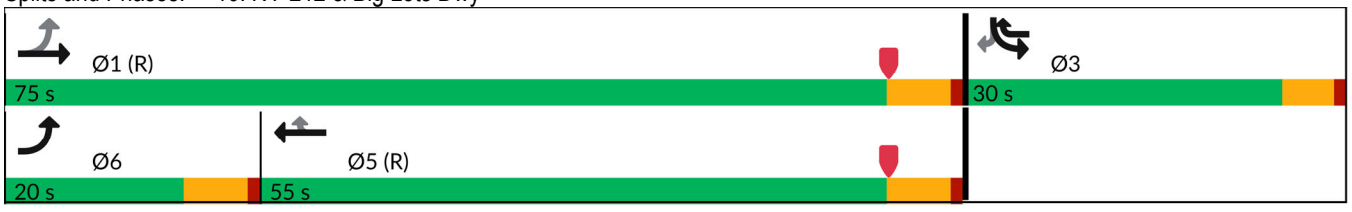


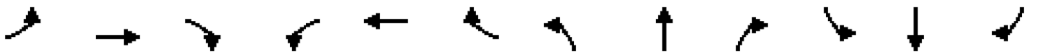
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	452	432	77	48	92
Future Volume (vph)	82	452	432	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.447				0.950	
Satd. Flow (perm)	849	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	491	470	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	491	470	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	86.4	86.4	77.1	91.6	7.6	7.6
Actuated g/C Ratio	0.82	0.82	0.73	0.87	0.07	0.07
v/c Ratio	0.12	0.32	0.18	0.06	0.40	0.48
Control Delay (s/veh)	2.0	2.2	5.1	0.4	54.9	17.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.0	2.4	5.1	0.4	54.9	17.2
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		2.4	4.4		30.1	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 6.5		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	497	2	17	502	0	4	0	37	2	0	1
Future Volume (vph)	1	497	2	17	502	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	529	2	18	534	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	18	534	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

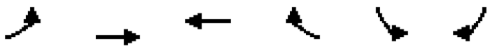
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	497	2	17	502	0	4	0	37	2	0	1
Future Vol, veh/h	1	497	2	17	502	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	529	2	18	534	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	531	0	0	1102	1102	530	1101	1103	534
Stage 1	-	-	-	-	-	-	532	532	-	570	570	-
Stage 2	-	-	-	-	-	-	570	570	-	531	533	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1047	-	-	191	213	547	191	213	550
Stage 1	-	-	-	-	-	-	535	529	-	510	508	-
Stage 2	-	-	-	-	-	-	510	508	-	536	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1047	-	-	187	209	547	174	209	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	209	-	174	209	-
Stage 1	-	-	-	-	-	-	534	528	-	501	500	-
Stage 2	-	-	-	-	-	-	500	500	-	496	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.28	13.64	21.21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	4	-	-	1047	-	-	225
HCM Lane V/C Ratio	0.095	0.001	-	-	0.017	-	-	0.014
HCM Control Delay (s/veh)	13.6	8.5	0	-	8.5	-	-	21.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

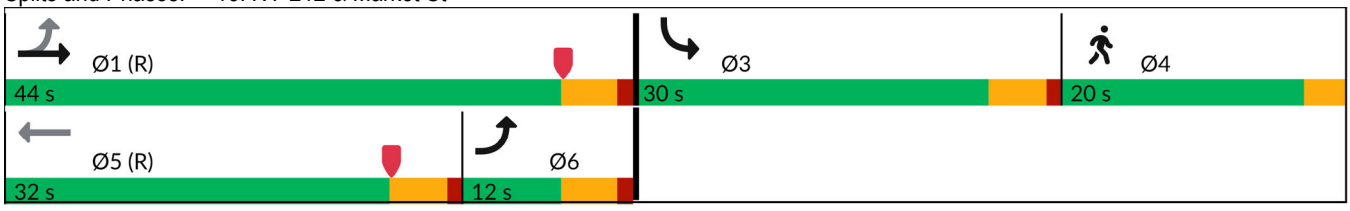


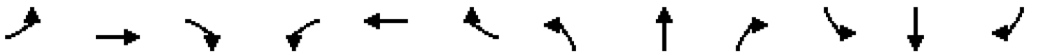
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	67	336	361	50	57	66	
Future Volume (vph)	67	336	361	50	57	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.928		
Flt Protected	0.950				0.977		
Satd. Flow (prot)	1805	1881	1853	0	1723	0	
Flt Permitted	0.451				0.977		
Satd. Flow (perm)	857	1881	1853	0	1723	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	75	378	406	56	64	74	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	75	378	462	0	138	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.1	72.1	62.5		11.9		
Actuated g/C Ratio	0.77	0.77	0.66		0.13		
v/c Ratio	0.10	0.26	0.38		0.63		
Control Delay (s/veh)	3.9	4.2	9.5		51.3		
Queue Delay	0.0	0.0	0.8		0.0		
Total Delay (s/veh)	3.9	4.2	10.3		51.3		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.1	10.3		51.3		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





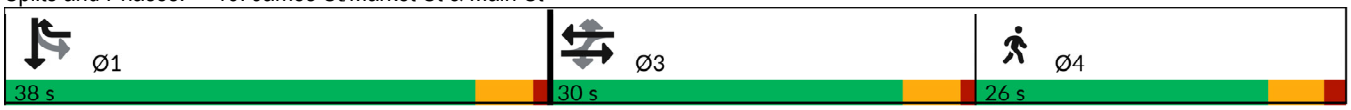
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	253	0	0	0	253	6	116
Future Volume (vph)	152	41	3	7	33	253	0	0	0	253	6	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.958	
Flt Protected		0.963			0.991						0.967	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1748	0
Flt Permitted		0.744			0.941						0.967	
Satd. Flow (perm)	0	1400	0	0	1788	1599	0	0	0	0	1748	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	288	0	0	0	288	7	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	288	0	0	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.7			14.7	44.6					19.6	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.48			0.08	0.18					0.56	
Control Delay (s/veh)		17.3			12.3	0.2					12.7	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.3			12.3	0.2					12.7	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.3			1.9						12.7	
Approach LOS		B			A						B	

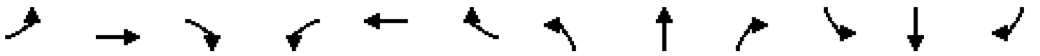
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



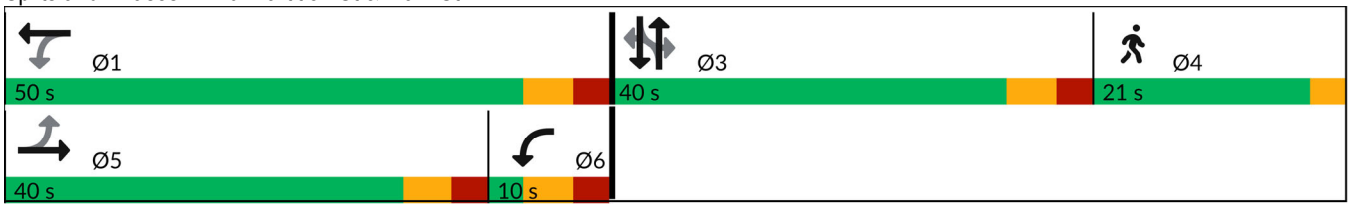
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	183	93	118	1	161	29	84	1	48	16
Future Volume (vph)	11	100	183	93	118	1	161	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916			0.999			0.959			0.967	
Flt Protected		0.998			0.978			0.971			0.999	
Satd. Flow (prot)	0	1720	0	0	1838	0	0	1769	0	0	1835	0
Flt Permitted		0.981			0.717			0.777			0.995	
Satd. Flow (perm)	0	1691	0	0	1348	0	0	1416	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	208	106	134	1	183	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	335	0	0	241	0	0	311	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.9			17.9			19.9			19.9	
Actuated g/C Ratio		0.34			0.34			0.38			0.38	
v/c Ratio		0.58			0.53			0.58			0.11	
Control Delay (s/veh)		20.0			19.9			18.9			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.0			19.9			18.9			12.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		20.0			19.9			18.9			12.0	
Approach LOS		B			B			B			B	

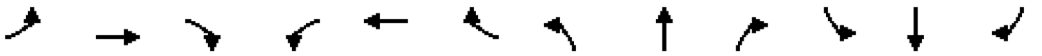
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

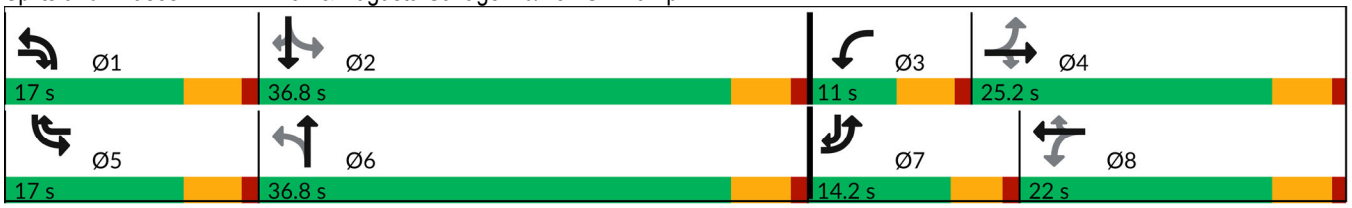


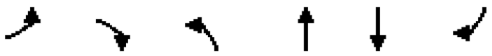
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	175	244	135	219	85	218	461	159	568	412	162
Future Volume (vph)	174	175	244	135	219	85	218	461	159	568	412	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1787	1900	1468	1805	3418	0	1805	1881	1615
Flt Permitted	0.324			0.636			0.253			0.204		
Satd. Flow (perm)	616	1900	1615	1196	1900	1468	481	3418	0	388	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			94		59				180
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	193	194	271	150	243	94	242	512	177	631	458	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	194	271	150	243	94	242	689	0	631	458	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	5	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	9.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.5
Total Split (s)	14.2	25.2	17.0	11.0	22.0	17.0	17.0	36.8		17.0	36.8	14.2
Total Split (%)	15.8%	28.0%	18.9%	12.2%	24.4%	18.9%	18.9%	40.9%		18.9%	40.9%	15.8%
Maximum Green (s)	9.7	20.2	12.0	6.0	17.0	12.0	12.0	31.8		12.0	31.8	9.7
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	26.1	16.2	31.2	19.4	13.4	30.8	31.0	21.1		35.7	23.5	38.0
Actuated g/C Ratio	0.34	0.21	0.41	0.25	0.18	0.40	0.41	0.28		0.47	0.31	0.50
v/c Ratio	0.54	0.48	0.34	0.43	0.73	0.14	0.66	0.70		1.54	0.79	0.20
Control Delay (s/veh)	25.0	32.0	4.9	24.3	44.9	4.9	20.7	26.3		274.6	35.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	25.0	32.0	4.9	24.3	44.9	4.9	20.7	26.3		274.6	35.7	2.5
LOS	C	C	A	C	D	A	C	C		F	D	A
Approach Delay (s/veh)		18.8			30.8			24.8			149.8	
Approach LOS		B			C			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay (s/veh): 71.9		Intersection LOS: E	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	717	1135	1
Future Volume (vph)	0	6	4	717	1135	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1010	
Travel Time (s)	7.8			9.5	12.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	824	1305	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	824	1306	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

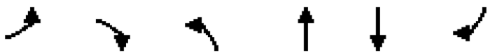
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	717	1135	1
Future Vol, veh/h	0	6	4	717	1135	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	824	1305	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2139	1305	1306	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	198	537	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	198	537	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.88	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	537	-	198	-	-
HCM Lane V/C Ratio	0.009	-	0.035	-	-
HCM Control Delay (s/veh)	11.8	-	23.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	69	218	220	496	919	53
Future Volume (vph)	69	218	220	496	919	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.993	
Flt Protected	0.988			0.985		
Satd. Flow (prot)	1651	0	0	1835	1850	0
Flt Permitted	0.988			0.985		
Satd. Flow (perm)	1651	0	0	1835	1850	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	695			133	201	
Travel Time (s)	15.8			1.6	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	237	239	539	999	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	312	0	0	778	1057	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 117.1%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	169.6

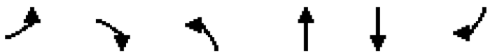
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	218	220	496	919	53
Future Vol, veh/h	69	218	220	496	919	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	237	239	539	999	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2045	1028	1057	0	-	0
Stage 1	1028	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 62	284	659	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 30	284	659	-	-	-
Mov Cap-2 Maneuver	~ 30	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1156.73	4.16	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	462	-	93	-	-
HCM Lane V/C Ratio	0.363	-	3.357	-	-
HCM Control Delay (s/veh)	13.5	-	$ 1156.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.7	-	31.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	559	967	3
Future Volume (vph)	1	4	6	559	967	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1857	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1857	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1276	1997	
Travel Time (s)	14.8			15.8	24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	635	1099	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	642	1102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	559	967	3
Future Vol, veh/h	1	4	6	559	967	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	635	1099	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1749	1101	1102	0	-	0
Stage 1	1101	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	95	260	571	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	260	571	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.32	0.12	0
HCM LOS	C		

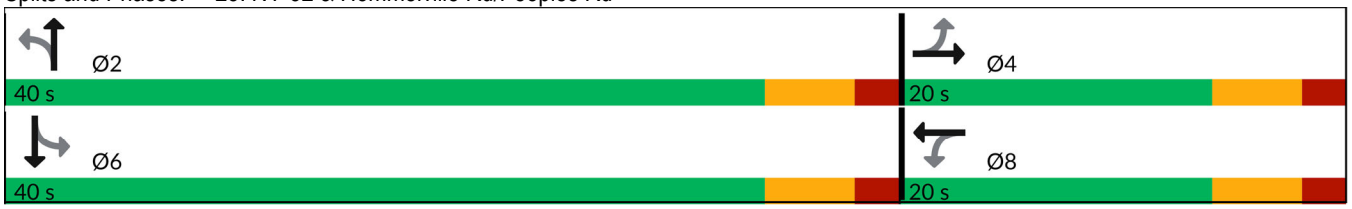
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	19	-	192	-	-
HCM Lane V/C Ratio	0.012	-	0.03	-	-
HCM Control Delay (s/veh)	11.4	0	24.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	43	3	26	10	508	43	36	918	1
Future Volume (vph)	0	3	9	43	3	26	10	508	43	36	918	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.951			0.990				
Flt Protected					0.971			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1754	0	0	1846	0	0	1896	0
Flt Permitted					0.809			0.980			0.963	
Satd. Flow (perm)	0	1702	0	0	1462	0	0	1811	0	0	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			30			12				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	49	3	30	11	577	49	41	1043	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	82	0	0	637	0	0	1085	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.4			7.5			37.8			37.8	
Actuated g/C Ratio		0.15			0.15			0.77			0.77	
v/c Ratio		0.05			0.33			0.45			0.77	
Control Delay (s/veh)		13.3			18.1			6.2			14.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.3			18.1			6.2			14.9	
LOS		B			B			A			B	
Approach Delay (s/veh)		13.3			18.1			6.2			14.9	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 48.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



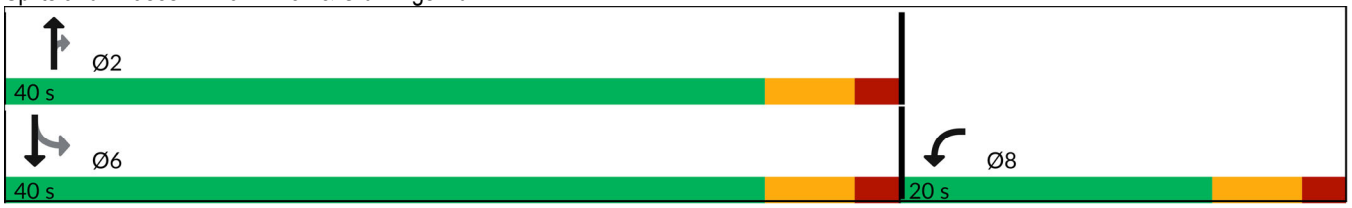


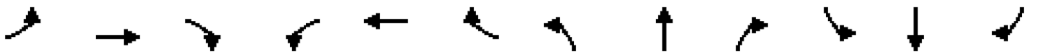
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	0	422	110	0	841
Future Volume (vph)	115	0	422	110	0	841
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1881	1524	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1881	1524	0	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				125		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	131	0	480	125	0	956
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	480	125	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	9.8		32.4	32.4		32.4
Actuated g/C Ratio	0.20		0.68	0.68		0.68
v/c Ratio	0.36		0.38	0.12		0.75
Control Delay (s/veh)	23.1		7.0	1.7		14.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	23.1		7.0	1.7		14.5
LOS	C		A	A		B
Approach Delay (s/veh)	23.1		5.9			14.5
Approach LOS	C		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 48			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 12.1		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	418	2	47	841	0
Future Volume (vph)	0	0	0	0	1	34	2	418	2	47	841	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	464	2	52	934	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	468	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

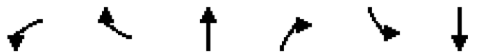
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	418	2	47	841	0
Future Vol, veh/h	0	0	0	0	1	34	2	418	2	47	841	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	464	2	52	934	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1508	1510	934	1509	1509	466	934	0	0	467	0	0
Stage 1	1039	1039	-	470	470	-	-	-	-	-	-	-
Stage 2	469	471	-	1039	1039	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	100	122	325	100	122	601	741	-	-	1095	-	-
Stage 1	281	310	-	578	563	-	-	-	-	-	-	-
Stage 2	578	563	-	281	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	109	325	90	109	601	741	-	-	1095	-	-
Mov Cap-2 Maneuver	83	109	-	90	109	-	-	-	-	-	-	-
Stage 1	253	279	-	576	561	-	-	-	-	-	-	-
Stage 2	539	561	-	253	279	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.29	0.05	0.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	-	533	95	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.073	0.048	-	-
HCM Control Delay (s/veh)	9.9	0	-	0	12.3	8.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	2	31	15	3	37
Future Volume (vph)	13	2	31	15	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983		0.956			
Flt Protected	0.958					0.996
Satd. Flow (prot)	1789	0	1816	0	0	1892
Flt Permitted	0.958					0.996
Satd. Flow (perm)	1789	0	1816	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	2	33	16	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	49	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

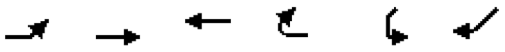
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	31	15	3	37
Future Vol, veh/h	13	2	31	15	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	2	33	16	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	41	0	0	49	0
Stage 1	41	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	919	1036	-	-	1571	-
Stage 1	987	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	917	1036	-	-	1571	-
Mov Cap-2 Maneuver	917	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.93	0	0.55
HCM LOS	A		

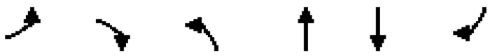
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	135	-
HCM Lane V/C Ratio	-	-	0.017	0.002	-
HCM Control Delay (s/veh)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	0
Right Turn on Red	Yes			Yes	Yes	Yes
Satd. Flow (RTOR)						
Link Speed (mph)		35	30		35	
Link Distance (ft)		461	676		682	
Travel Time (s)		9.0	15.4		13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						
Protected Phases						
Permitted Phases						
Minimum Split (s)						
Total Split (s)						
Total Split (%)						
Maximum Green (s)						
Yellow Time (s)						
All-Red Time (s)						
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary		
Area Type:	Other	
Cycle Length: 3		
Actuated Cycle Length: 3		
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green		
Natural Cycle: 40		
Control Type: Pretimed		
Maximum v/c Ratio: 0.00		
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A
Intersection Capacity Utilization 7.9%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 29: NY-212



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	240	261	517	814	70
Future Volume (vph)	84	240	261	517	814	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.989	
Flt Protected	0.987			0.983		
Satd. Flow (prot)	1655	0	0	1831	1842	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1655	0	0	1831	1842	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	547			1010	133	
Travel Time (s)	12.4			12.5	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	261	284	562	885	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	352	0	0	846	961	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 118.2%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	262.9

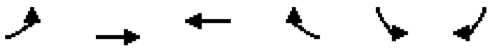
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	240	261	517	814	70
Future Vol, veh/h	84	240	261	517	814	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	261	284	562	885	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	923	961	0	-	0
Stage 1	923	-	-	-	-	-
Stage 2	1129	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 61	327	716	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 26	327	716	-	-	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	164	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1601.02	4.46	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	81	-	-
HCM Lane V/C Ratio	0.396	-	4.325	-	-
HCM Control Delay (s/veh)	13.3	-	$ 1601	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1.9	-	37.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	103	359	380	117	111	101
Future Volume (vph)	103	359	380	117	111	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.936	
Flt Protected		0.989			0.974	
Satd. Flow (prot)	0	1842	1803	0	1698	0
Flt Permitted		0.989			0.974	
Satd. Flow (perm)	0	1842	1803	0	1698	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1230	1785		87	
Travel Time (s)		24.0	34.8		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	390	413	127	121	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	502	540	0	231	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

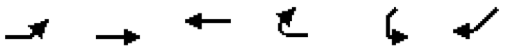
Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	359	380	117	111	101
Future Vol, veh/h	103	359	380	117	111	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	390	413	127	121	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	540	0	-	0	1091	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1028	-	-	-	238	588
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1028	-	-	-	205	588
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.99	0	48.98
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	401	-	-	-	297
HCM Lane V/C Ratio	0.109	-	-	-	0.776
HCM Control Delay (s/veh)	8.9	0	-	-	49
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	6

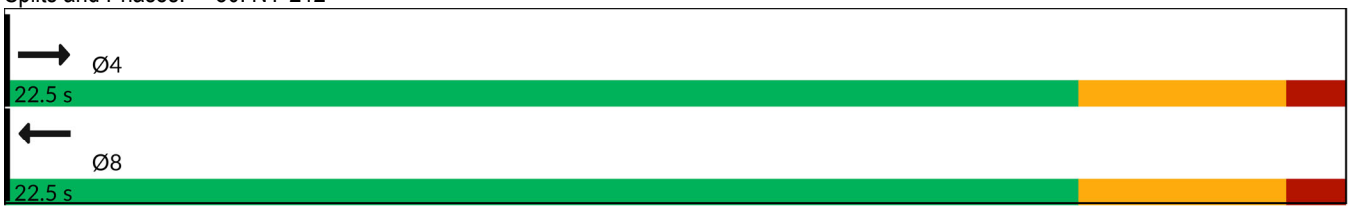


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		47	1230		1201	
Travel Time (s)		0.9	24.0		27.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						
Protected Phases		4	8			
Permitted Phases						
Minimum Split (s)		22.5	22.5			
Total Split (s)		22.5	22.5			
Total Split (%)		100.0%	100.0%			
Maximum Green (s)		18.0	18.0			
Yellow Time (s)		3.5	3.5			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	4.5			
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		11.0	11.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary			
Area Type:	Other		
Cycle Length: 22.5			
Actuated Cycle Length: 22.5			
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 80: NY-212

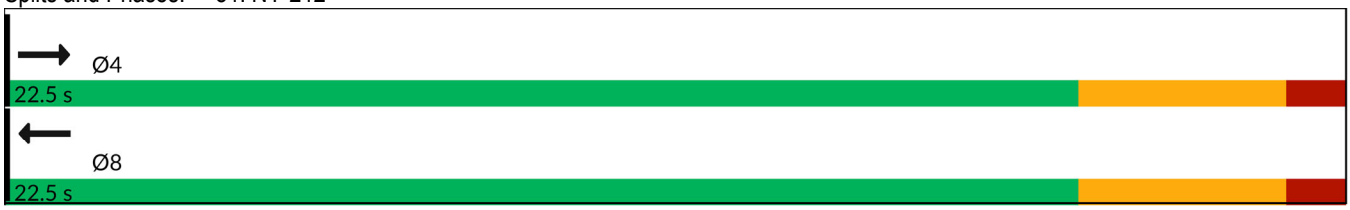


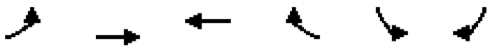
Lane Group	EBT	WBT
Lane Configurations	↑	↑
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	1863	1863
Flt Permitted		
Satd. Flow (perm)	1863	1863
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	35	35
Link Distance (ft)	59	1759
Travel Time (s)	1.1	34.3
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Left
Median Width(ft)	12	12
Link Offset(ft)	0	0
Crosswalk Width(ft)	16	16
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		
Turn Type		
Protected Phases	4	8
Permitted Phases		
Minimum Split (s)	22.5	22.5
Total Split (s)	22.5	22.5
Total Split (%)	100.0%	100.0%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag		
Lead-Lag Optimize?		
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		

Lane Group	EBT	WBT
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary		
Area Type:	Other	
Cycle Length: 22.5		
Actuated Cycle Length: 22.5		
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green		
Natural Cycle: 40		
Control Type: Pretimed		
Maximum v/c Ratio: 0.00		
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A
Intersection Capacity Utilization 0.0%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 81: NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	450	472	5	3	3
Future Volume (vph)	5	450	472	5	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1861	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		676	47		45	
Travel Time (s)		13.2	0.9		1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	513	5	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	494	518	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	450	472	5	3	3
Future Vol, veh/h	5	450	472	5	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	489	513	5	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	518	0	-	0	1016	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	500	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1048	-	-	-	264	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	262	559
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	15.28
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	20	-	-	-	357
HCM Lane V/C Ratio	0.005	-	-	-	0.018
HCM Control Delay (s/veh)	8.5	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30		30		30	
Link Distance (ft)	1660		340		108	
Travel Time (s)	37.7		7.7		2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases						
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)						
Minimum Split (s)						
Total Split (s)						
Total Split (%)						
Maximum Green (s)						
Yellow Time (s)						
All-Red Time (s)						
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)						
Recall Mode						



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 18			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

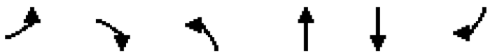
Splits and Phases: 83:



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	0
Right Turn on Red		Yes	Yes		Yes	Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	395			150	340	
Travel Time (s)	9.0			3.4	7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type						
Protected Phases						
Permitted Phases						
Minimum Split (s)						
Total Split (s)						
Total Split (%)						
Maximum Green (s)						
Yellow Time (s)						
All-Red Time (s)						
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary			
Area Type:	Other		
Cycle Length: 3			
Actuated Cycle Length: 3			
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 84:

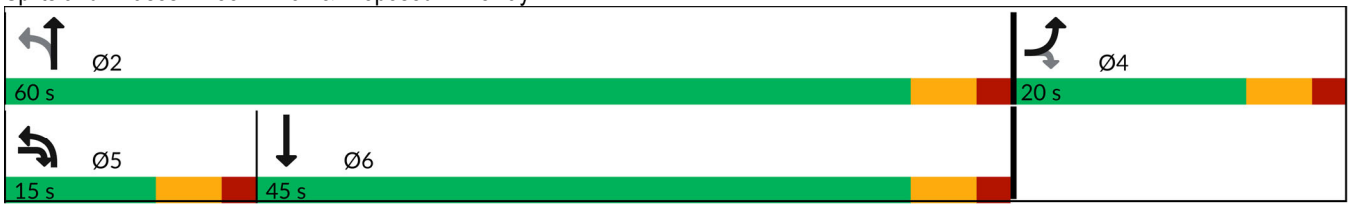


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	191	207	707	677	52
Future Volume (vph)	71	191	207	707	677	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1844	0
Flt Permitted	0.950		0.115			
Satd. Flow (perm)	1770	1583	214	1863	1844	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		149			7	
Link Speed (mph)	30			55	55	
Link Distance (ft)	781			201	1276	
Travel Time (s)	17.8			2.5	15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	208	225	768	736	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	208	225	768	793	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	11.0	22.5	22.5	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.7	20.5	48.5	50.6	32.6	
Actuated g/C Ratio	0.13	0.31	0.73	0.77	0.49	
v/c Ratio	0.33	0.35	0.60	0.54	0.87	
Control Delay (s/veh)	33.8	8.4	17.2	6.8	27.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	33.8	8.4	17.2	6.8	27.6	
LOS	C	A	B	A	C	
Approach Delay (s/veh)	15.3			9.1	27.6	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 66			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 85: NY-32 & Proposed Driveway





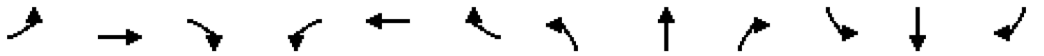
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	557			94	150	
Travel Time (s)	12.7			2.1	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type						
Protected Phases	2			6		
Permitted Phases						
Minimum Split (s)	22.5			22.5		
Total Split (s)	22.5			22.5		
Total Split (%)	28.1%			28.1%		
Maximum Green (s)	18.0			18.0		
Yellow Time (s)	3.5			3.5		
All-Red Time (s)	1.0			1.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	4.5			4.5		
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0			7.0		
Flash Don't Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 87: Proposed Driveway



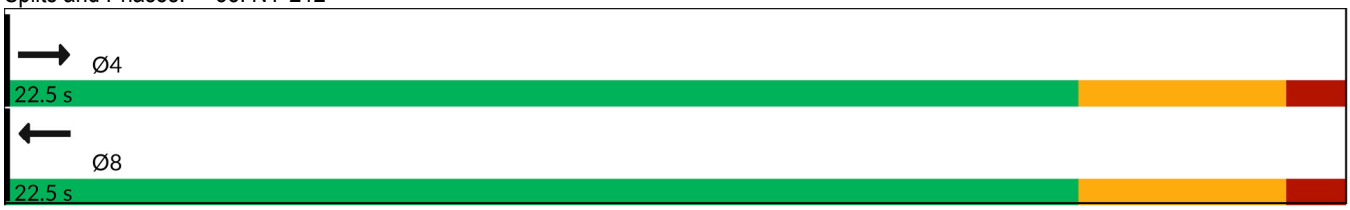


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	1863	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1863	0	0	0	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		682			1242			45			829	
Travel Time (s)		13.3			24.2			1.0			18.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type												
Protected Phases		4			8							
Permitted Phases												
Minimum Split (s)		22.5			22.5							
Total Split (s)		22.5			22.5							
Total Split (%)		100.0%			100.0%							
Maximum Green (s)		18.0			18.0							
Yellow Time (s)		3.5			3.5							
All-Red Time (s)		1.0			1.0							
Lost Time Adjust (s)		0.0			0.0							
Total Lost Time (s)		4.5			4.5							
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												

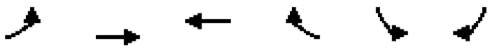
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS												
Approach Delay (s/veh)												
Approach LOS												

Intersection Summary			
Area Type:	Other		
Cycle Length: 22.5			
Actuated Cycle Length: 22.5			
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 7.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 88: NY-212



ATTACHMENT O: LOS CALCULATIONS – FULL BUILD CONDITIONS – SPONSOR'S PREFERRED WITH MITIGATION



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	185	240	96	157	43
Future Volume (vph)	23	185	240	96	157	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1659	1624	0	1556	1553
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1659	1624	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	35	285	369	148	242	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	320	517	0	242	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	185	240	96	157	43
Future Vol, veh/h	23	185	240	96	157	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	35	285	369	148	242	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	798	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	954	-	-	-	336	610
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	954	-	-	-	321	610
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.99	0	38.06
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	199	-	-	-	321	610
HCM Lane V/C Ratio	0.037	-	-	-	0.752	0.08
HCM Control Delay (s/veh)	8.9	0	-	-	43.4	11.4
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	5.8	0.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	341	37	20	357	14	22
Future Volume (vph)	341	37	20	357	14	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.919	
Flt Protected				0.997	0.980	
Satd. Flow (prot)	1769	0	0	1776	1238	0
Flt Permitted				0.997	0.980	
Satd. Flow (perm)	1769	0	0	1776	1238	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	9.4			7.9	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	379	41	22	397	16	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	0	419	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

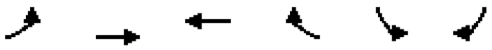
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	341	37	20	357	14	22
Future Vol, veh/h	341	37	20	357	14	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	379	41	22	397	16	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	420	0	841	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1150	-	283	588
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	276	588
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.43	14.77
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	95	-
HCM Lane V/C Ratio	0.098	-	-	0.019	-
HCM Control Delay (s/veh)	14.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

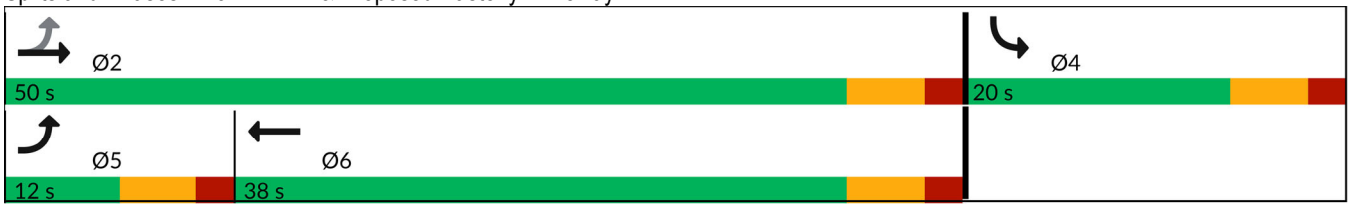


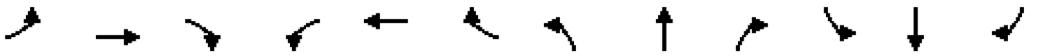
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	69	296	299	63	66	74
Future Volume (vph)	69	296	299	63	66	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.977		0.929	
Flt Protected	0.950				0.977	
Satd. Flow (prot)	1770	1863	1820	0	1691	0
Flt Permitted	0.305				0.977	
Satd. Flow (perm)	568	1863	1820	0	1691	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20		71	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1452	1747		525	
Travel Time (s)		28.3	34.0		11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	322	325	68	72	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	322	393	0	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		4.0	
Minimum Split (s)	11.0	22.5	22.5		10.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	21.4	22.0	16.8		10.4	
Actuated g/C Ratio	0.54	0.56	0.42		0.26	
v/c Ratio	0.13	0.31	0.50		0.31	
Control Delay (s/veh)	5.5	6.4	14.2		13.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	5.5	6.4	14.2		13.4	
LOS	A	A	B		B	
Approach Delay (s/veh)		6.2	14.2		13.4	
Approach LOS		A	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 39.6			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Easterly Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	294	4	3	298	558	7	25	1	568	28	85
Future Volume (vph)	88	294	4	3	298	558	7	25	1	568	28	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.996			0.887	
Flt Protected	0.950							0.989		0.950		
Satd. Flow (prot)	1719	1676	0	0	1735	1468	0	1729	0	1656	1485	0
Flt Permitted	0.275				0.996			0.889		0.524		
Satd. Flow (perm)	498	1676	0	0	1728	1468	0	1554	0	913	1485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				600		1			91	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1747			466			147			1087	
Travel Time (s)		34.0			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	95	316	4	3	320	600	8	27	1	611	30	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	320	0	0	323	600	0	36	0	611	121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		4.0	4.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		10.0	10.0		16.0	16.0	
Total Split (s)	10.0	38.0		28.0	28.0		12.0	12.0		35.0	47.0	
Total Split (%)	11.8%	44.7%		32.9%	32.9%		14.1%	14.1%		41.2%	55.3%	
Maximum Green (s)	4.0	32.0		22.0	22.0		6.0	6.0		29.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	25.3	25.3			18.0	70.9		6.4		32.4	30.0	
Actuated g/C Ratio	0.36	0.36			0.25	1.00		0.09		0.46	0.42	
v/c Ratio	0.38	0.54			0.74	0.41		0.26		0.88	0.18	
Control Delay (s/veh)	21.8	23.0			38.7	0.8		41.0		34.0	5.3	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	21.8	23.0			38.7	0.8		41.0		34.0	5.3	
LOS	C	C			D	A		D		C	A	
Approach Delay (s/veh)		22.7			14.1			41.0			29.2	
Approach LOS		C			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 70.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 21.5		Intersection LOS: C	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	905	2	11	834	1	8
Future Volume (vph)	905	2	11	834	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.878	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1724	0	0	3277	1660	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1724	0	0	3277	1660	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	995	2	12	916	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	997	0	0	928	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

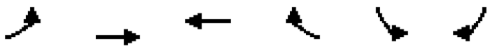
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	905	2	11	834	1	8
Future Vol, veh/h	905	2	11	834	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	995	2	12	916	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	997	0	1478	996
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	640	-	129	299
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	126	299
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	19.42
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	47	-
HCM Lane V/C Ratio	0.038	-	-	0.019	-
HCM Control Delay (s/veh)	19.4	-	-	10.7	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	913	842	2	3	3
Future Volume (vph)	0	913	842	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3340	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3340	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	971	896	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	971	898	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

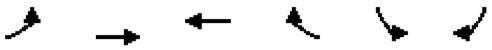
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	913	842	2	3	3
Future Vol, veh/h	0	913	842	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	971	896	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	898	0	-	0	1868	449
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	971	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	765	-	-	-	55	563
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	765	-	-	-	55	563
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	308	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	43.64
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	765	-	-	-	100
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Control Delay (s/veh)	0	-	-	-	43.6
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	916	793	0	8	51
Future Volume (vph)	0	916	793	0	8	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	0	4759	3343	0	1586	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4759	3343	0	1586	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	974	844	0	9	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	974	844	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

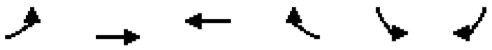
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	916	793	0	8	51
Future Vol, veh/h	0	916	793	0	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	974	844	0	9	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1233	422
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	203	569
Stage 1	0	-	-	0	377	-
Stage 2	0	-	-	0	624	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	203	569
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	624	-

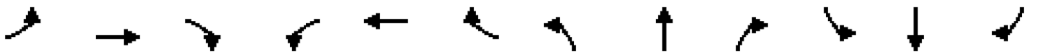
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	458
HCM Lane V/C Ratio	-	-	0.137
HCM Control Delay (s/veh)	-	-	14.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	894	793	28	0	0
Future Volume (vph)	29	894	793	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.998				
Satd. Flow (prot)	0	4756	3334	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4756	3334	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	31	951	844	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	874	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

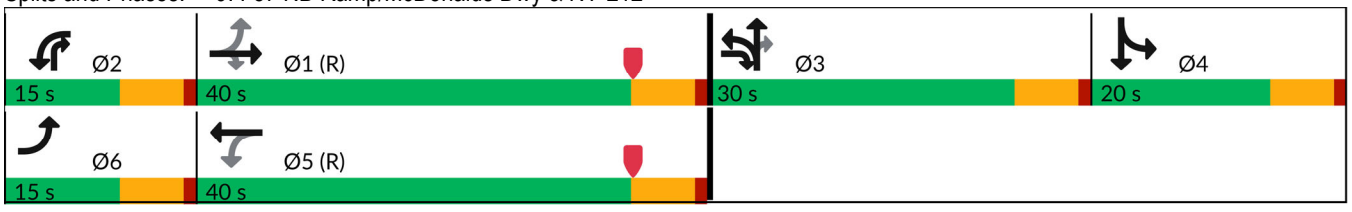


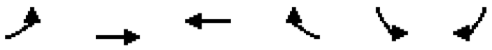
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	614	255	95	522	30	281	7	59	40	16	20
Future Volume (vph)	25	614	255	95	522	30	281	7	59	40	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850		0.916	
Flt Protected	0.950			0.950			0.950	0.955		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3199	0	1573	1576	1417	1752	1561	0
Flt Permitted	0.388			0.135			0.950	0.955		0.950		
Satd. Flow (perm)	702	1712	1455	238	3199	0	1573	1576	1417	1752	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300		6				94		24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	29	722	300	112	614	35	331	8	69	47	19	24
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	29	722	300	112	649	0	169	170	69	47	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	56.2	50.8	74.4	62.2	57.1		17.6	17.6	26.2	7.4	7.4	
Actuated g/C Ratio	0.54	0.48	0.71	0.59	0.54		0.17	0.17	0.25	0.07	0.07	
v/c Ratio	0.07	0.87	0.27	0.46	0.37		0.64	0.64	0.16	0.38	0.33	
Control Delay (s/veh)	12.2	40.9	1.5	17.2	19.2		51.0	51.2	2.4	54.9	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.2	40.9	1.5	17.2	19.3		51.0	51.2	2.4	54.9	32.2	
LOS	B	D	A	B	B		D	D	A	D	C	
Approach Delay (s/veh)		28.9			19.0			42.9			44.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 28.7		Intersection LOS: C	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	714	647	0	0	0
Future Volume (vph)	0	714	647	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	785	711	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	711	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

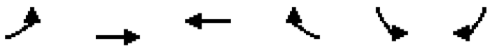
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	714	647	0	0	0
Future Vol, veh/h	0	714	647	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	785	711	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1496	355
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	155	552
Stage 1	0	-	-	0	376	-
Stage 2	0	-	-	0	441	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	155	552
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	714	647	0	0	0
Future Volume (vph)	0	714	647	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	785	711	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	711	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

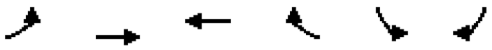
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	714	647	0	0	0
Future Vol, veh/h	0	714	647	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	785	711	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	711	0	-	0	1496	355
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	898	-	-	-	126	642
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	126	642
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	898	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	701	646	9	0	1
Future Volume (vph)	13	701	646	9	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4761	3304	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4761	3304	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		1.1	3.7		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	14	770	710	10	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	784	720	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	701	646	9	0	1
Future Vol, veh/h	13	701	646	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	14	770	710	10	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	720	0	-	0	1052	360
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	891	-	-	-	258	643
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	254	643
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.32	0	10.61
HCM LOS			B

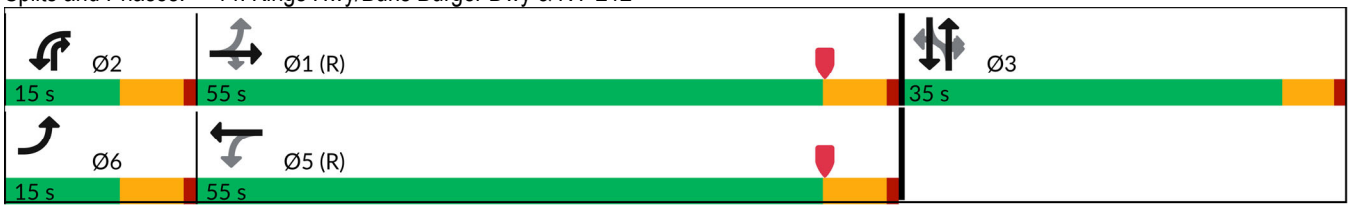
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	643
HCM Lane V/C Ratio	0.016	-	-	-	0.002
HCM Control Delay (s/veh)	9.1	0.2	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	363	335	64	413	1	242	0	20	0	0	0
Future Volume (vph)	3	363	335	64	413	1	242	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.993			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3359	0	0	1543	1324	0	1900	0
Flt Permitted	0.467				0.843			0.757				
Satd. Flow (perm)	887	1759	1442	0	2852	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			353						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	382	353	67	435	1	255	0	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	382	353	0	503	0	0	255	21	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.5	64.7	64.7		67.6			25.1	34.6			
Actuated g/C Ratio	0.63	0.62	0.62		0.64			0.24	0.33			
v/c Ratio	0.00	0.35	0.35		0.27			0.87	0.05			
Control Delay (s/veh)	7.3	7.3	1.4		6.8			65.6	5.1			
Queue Delay	0.0	0.6	0.4		0.3			0.0	0.0			
Total Delay (s/veh)	7.3	7.8	1.8		7.1			65.6	5.1			
LOS	A	A	A		A			E	A			
Approach Delay (s/veh)		5.0			7.1			61.0				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	373	10	10	474	4	14
Future Volume (vph)	373	10	10	474	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.996				0.893	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3297	0	0	3368	1505	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3297	0	0	3368	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	405	11	11	515	4	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	416	0	0	526	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			

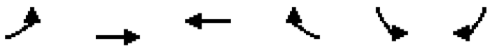
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	10	10	474	4	14
Future Vol, veh/h	373	10	10	474	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	405	11	11	515	4	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	416	0	690	208
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1078	-	332	780
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	328	780
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	11.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	74	-
HCM Lane V/C Ratio	0.033	-	-	0.01	-
HCM Control Delay (s/veh)	11.2	-	-	8.4	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

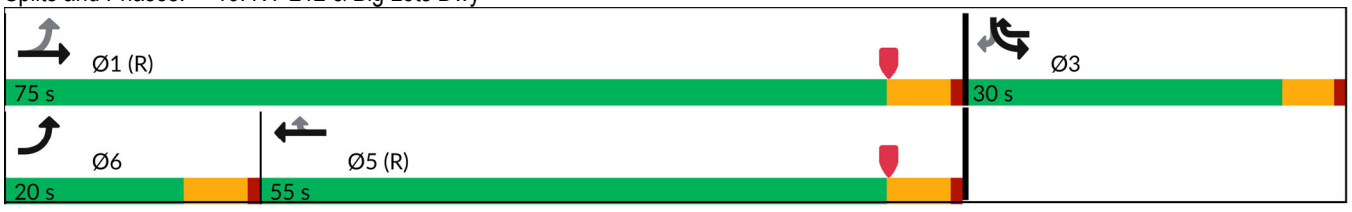


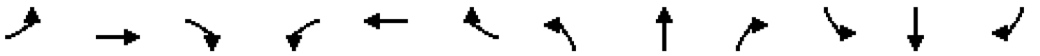
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	372	472	7	3	12
Future Volume (vph)	15	372	472	7	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.417				0.950	
Satd. Flow (perm)	734	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		14
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	17	433	549	8	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	433	549	8	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	92.7	95.1	90.8	98.7	5.3	5.3
Actuated g/C Ratio	0.88	0.91	0.86	0.94	0.05	0.05
v/c Ratio	0.02	0.28	0.19	0.01	0.04	0.15
Control Delay (s/veh)	1.6	1.7	2.7	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.6	1.9	2.7	0.7	48.3	25.8
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		1.9	2.7		29.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	372	3	35	478	0	0	0	49	1	0	0
Future Volume (vph)	0	372	3	35	478	0	0	0	49	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	423	3	40	543	0	0	0	56	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	426	0	40	543	0	0	56	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

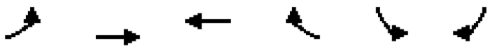
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	372	3	35	478	0	0	0	49	1	0	0
Future Vol, veh/h	0	372	3	35	478	0	0	0	49	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	423	3	40	543	0	0	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	426	0	0	1047	1047	424	1045	1049	543
Stage 1	-	-	-	-	-	-	424	424	-	623	623	-
Stage 2	-	-	-	-	-	-	623	623	-	423	426	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1036	-	-	1128	-	-	208	230	615	208	229	543
Stage 1	-	-	-	-	-	-	612	590	-	477	482	-
Stage 2	-	-	-	-	-	-	477	482	-	613	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1036	-	-	1128	-	-	201	222	615	183	221	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	222	-	183	221	-
Stage 1	-	-	-	-	-	-	612	590	-	461	465	-
Stage 2	-	-	-	-	-	-	461	465	-	557	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.57	11.44	24.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1036	-	-	1128	-	-	183
HCM Lane V/C Ratio	0.091	-	-	-	0.035	-	-	0.006
HCM Control Delay (s/veh)	11.4	0	-	-	8.3	-	-	24.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

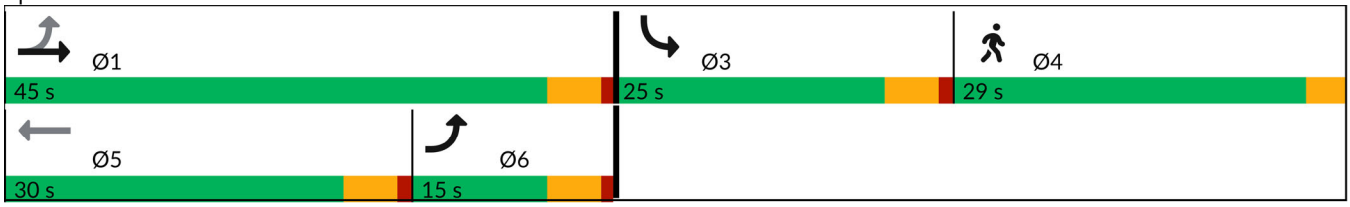


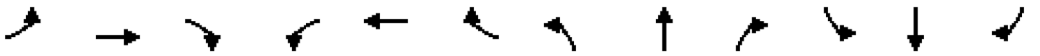
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	89	205	316	42	49	72	
Future Volume (vph)	89	205	316	42	49	72	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.920		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1641	1712	1776	0	1561	0	
Flt Permitted	0.455				0.980		
Satd. Flow (perm)	786	1712	1776	0	1561	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	103	238	367	49	57	84	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	103	238	416	0	141	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	42.4	42.4	30.8		9.7		
Actuated g/C Ratio	0.73	0.73	0.53		0.17		
v/c Ratio	0.15	0.19	0.44		0.55		
Control Delay (s/veh)	5.2	4.6	15.0		31.2		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.2	4.6	15.0		31.2		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.8	15.0		31.2		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 58.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





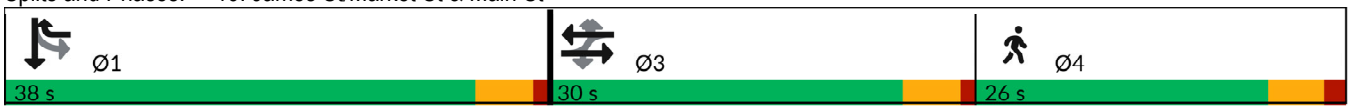
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	23	1	0	24	212	0	0	0	189	0	95
Future Volume (vph)	164	23	1	0	24	212	0	0	0	189	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.955	
Flt Protected		0.958									0.968	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1578	0
Flt Permitted		0.730									0.968	
Satd. Flow (perm)	0	1301	0	0	1743	1442	0	0	0	0	1578	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	219	31	1	0	32	283	0	0	0	252	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	32	283	0	0	0	0	379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.7			16.7	46.3					19.1	
Actuated g/C Ratio		0.36			0.36	1.00					0.41	
v/c Ratio		0.54			0.05	0.20					0.58	
Control Delay (s/veh)		17.9			11.4	0.3					15.2	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.9			11.4	0.3					15.2	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.9			1.4						15.2	
Approach LOS		B			A						B	

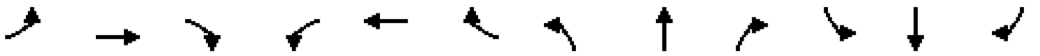
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 46.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



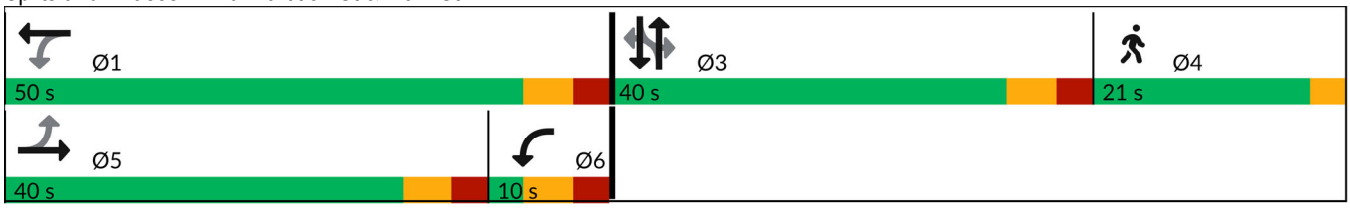
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	89	114	67	109	7	122	25	81	3	36	4
Future Volume (vph)	9	89	114	67	109	7	122	25	81	3	36	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.995			0.952			0.987	
Flt Protected		0.998			0.982			0.974			0.997	
Satd. Flow (prot)	0	1556	0	0	1711	0	0	1623	0	0	1824	0
Flt Permitted		0.978			0.773			0.800			0.974	
Satd. Flow (perm)	0	1525	0	0	1347	0	0	1333	0	0	1782	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	13	125	161	94	154	10	172	35	114	4	51	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	299	0	0	258	0	0	321	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.9			17.9			21.7			21.7	
Actuated g/C Ratio		0.33			0.33			0.40			0.40	
v/c Ratio		0.60			0.58			0.61			0.09	
Control Delay (s/veh)		21.8			22.3			19.4			11.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		21.8			22.3			19.4			11.5	
LOS		C			C			B			B	
Approach Delay (s/veh)		21.8			22.3			19.4			11.5	
Approach LOS		C			C			B			B	

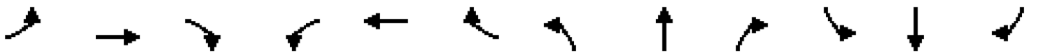
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 54.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



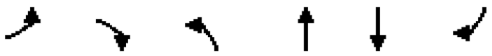
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	128	164	116	171	64	125	406	140	222	400	137
Future Volume (vph)	142	128	164	116	171	64	125	406	140	222	400	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	950	1615	1543	950	1346	1805	3126	0	1736	1776	1615
Flt Permitted	0.602			0.673			0.422			0.224		
Satd. Flow (perm)	1144	950	1615	1093	950	1346	802	3126	0	409	1776	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			167			79		53				140
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	145	131	167	118	174	65	128	414	143	227	408	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	131	167	118	174	65	128	557	0	227	408	140
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	5	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	9.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.5
Total Split (s)	10.2	31.2	9.0	11.0	32.0	17.0	9.0	30.8		17.0	38.8	10.2
Total Split (%)	11.3%	34.7%	10.0%	12.2%	35.6%	18.9%	10.0%	34.2%		18.9%	43.1%	11.3%
Maximum Green (s)	5.7	26.2	4.0	6.0	27.0	12.0	4.0	25.8		12.0	33.8	5.7
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	23.9	19.0	28.4	22.8	16.8	32.1	20.2	16.0		30.7	22.0	33.1
Actuated g/C Ratio	0.35	0.27	0.41	0.33	0.24	0.46	0.29	0.23		0.44	0.32	0.48
v/c Ratio	0.32	0.50	0.22	0.30	0.76	0.10	0.44	0.73		0.61	0.72	0.17
Control Delay (s/veh)	17.3	32.2	3.9	17.5	46.8	2.6	20.1	29.2		20.1	29.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	17.3	32.2	3.9	17.5	46.8	2.6	20.1	29.2		20.1	29.7	2.9
LOS	B	C	A	B	D	A	C	C		C	C	A
Approach Delay (s/veh)		16.6			29.1			27.5			22.1	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 69.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 23.8		Intersection LOS: C	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	608	755	0
Future Volume (vph)	0	4	4	608	755	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1547	
Travel Time (s)	7.8			9.5	19.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	668	830	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	668	830	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

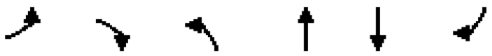
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	608	755	0
Future Vol, veh/h	0	4	4	608	755	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	668	830	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1507	830	830	0	-	0
Stage 1	830	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	135	337	811	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	337	811	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.81	0.06	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	811	-	337	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.5	-	15.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

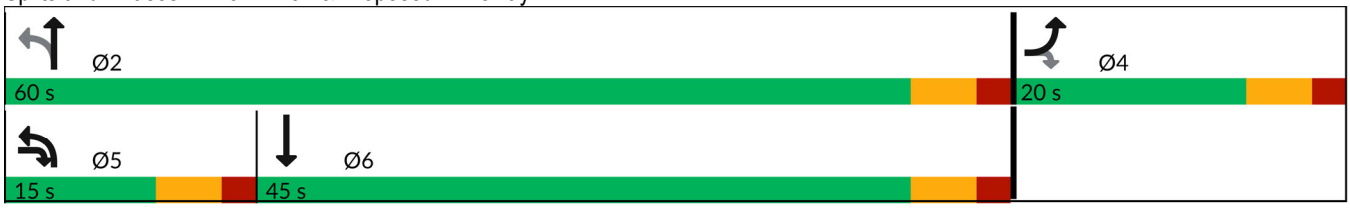


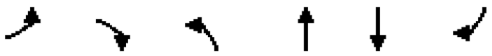
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	81	116	492	674	25
Future Volume (vph)	17	81	116	492	674	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1853	0
Flt Permitted	0.950		0.159			
Satd. Flow (perm)	1770	1583	296	1863	1853	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		88			3	
Link Speed (mph)	30			55	55	
Link Distance (ft)	900			1547	1073	
Travel Time (s)	20.5			19.2	13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	88	126	535	733	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	88	126	535	760	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	11.0	24.0	24.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	7.1	10.7	36.8	43.2	28.6	
Actuated g/C Ratio	0.16	0.23	0.81	0.95	0.63	
v/c Ratio	0.07	0.20	0.24	0.30	0.65	
Control Delay (s/veh)	24.9	6.3	2.4	1.7	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	24.9	6.3	2.4	1.7	12.8	
LOS	C	A	A	A	B	
Approach Delay (s/veh)	9.5			1.8	12.8	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 45.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	507	694	0
Future Volume (vph)	0	4	2	507	694	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1790	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1790	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1073	1997	
Travel Time (s)	14.8			13.3	24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	576	789	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	578	789	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

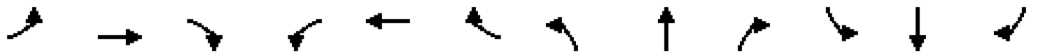
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	507	694	0
Future Vol, veh/h	0	4	2	507	694	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	576	789	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1369	789	789	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	163	324	654	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	324	654	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.26	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	324	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s/veh)	10.5	0	16.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

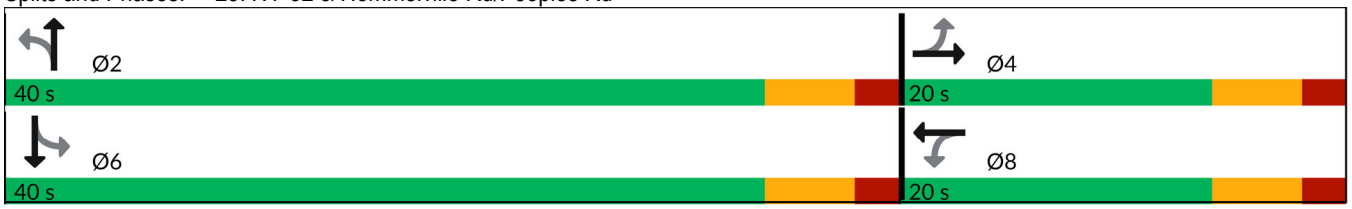


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	15	51	7	26	9	443	55	89	629	1
Future Volume (vph)	0	11	15	51	7	26	9	443	55	89	629	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.958			0.985				
Flt Protected					0.971			0.999			0.994	
Satd. Flow (prot)	0	1682	0	0	1702	0	0	1616	0	0	1807	0
Flt Permitted					0.798			0.985			0.877	
Satd. Flow (perm)	0	1682	0	0	1399	0	0	1594	0	0	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			28			17				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	12	16	54	7	28	10	471	59	95	669	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	89	0	0	540	0	0	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.8			9.0			30.8			30.8	
Actuated g/C Ratio		0.22			0.22			0.76			0.76	
v/c Ratio		0.07			0.27			0.44			0.63	
Control Delay (s/veh)		13.6			16.7			6.6			10.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.6			16.7			6.6			10.8	
LOS		B			B			A			B	
Approach Delay (s/veh)		13.6			16.7			6.6			10.8	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 40.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 9.6		Intersection LOS: A	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



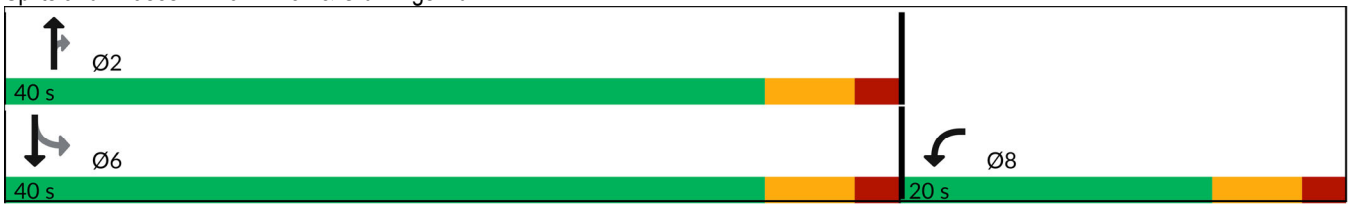


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	154	2	362	107	0	565
Future Volume (vph)	154	2	362	107	0	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.850		
Flt Protected	0.953					
Satd. Flow (prot)	1690	0	1776	1392	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1690	0	1776	1392	0	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1			116		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	167	2	393	116	0	614
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	393	116	0	614
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	10.6		23.3	23.3		23.3
Actuated g/C Ratio	0.27		0.59	0.59		0.59
v/c Ratio	0.37		0.37	0.13		0.57
Control Delay (s/veh)	18.7		8.1	2.0		10.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	18.7		8.1	2.0		10.6
LOS	B		A	A		B
Approach Delay (s/veh)	18.7		6.7			10.6
Approach LOS	B		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 39.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 10.2		Intersection LOS: B	
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	34	0	365	0	48	560	0
Future Volume (vph)	0	1	4	1	0	34	0	365	0	48	560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	35	0	380	0	50	583	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	36	0	0	380	0	0	633	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

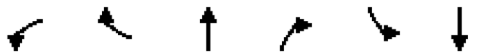
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	4	1	0	34	0	365	0	48	560	0
Future Vol, veh/h	0	1	4	1	0	34	0	365	0	48	560	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	35	0	380	0	50	583	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1064	1064	583	1064	1064	380	583	0	0	380	0	0
Stage 1	683	683	-	380	380	-	-	-	-	-	-	-
Stage 2	380	380	-	684	683	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	203	152	471	133	225	643	1001	-	-	1162	-	-
Stage 1	442	329	-	483	617	-	-	-	-	-	-	-
Stage 2	646	474	-	313	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	142	471	123	211	643	1001	-	-	1162	-	-
Mov Cap-2 Maneuver	179	142	-	123	211	-	-	-	-	-	-	-
Stage 1	414	308	-	483	617	-	-	-	-	-	-	-
Stage 2	610	474	-	290	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.36	11.7	0	0.65
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1001	-	-	322	574	142	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.064	0.043	-	-
HCM Control Delay (s/veh)	0	-	-	16.4	11.7	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	29	4	59	13	0	77
Future Volume (vph)	29	4	59	13	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984		0.976			
Flt Protected	0.958					
Satd. Flow (prot)	1791	0	1627	0	0	1667
Flt Permitted	0.958					
Satd. Flow (perm)	1791	0	1627	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	52	7	105	23	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	128	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

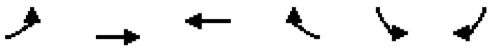
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	4	59	13	0	77
Future Vol, veh/h	29	4	59	13	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	52	7	105	23	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	117	0	0	129	0
Stage 1	117	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	739	941	-	-	1470	-
Stage 1	913	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	739	941	-	-	1470	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.15	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	1470	-
HCM Lane V/C Ratio	-	-	0.078	-	-
HCM Control Delay (s/veh)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	360	371	2	6	6
Future Volume (vph)	2	360	371	2	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	1861	0	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		542	1452		543	
Travel Time (s)		10.6	28.3		12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	391	403	2	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	393	405	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

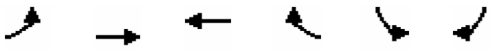
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	360	371	2	6	6
Future Vol, veh/h	2	360	371	2	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	391	403	2	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	405	0	-	0	800	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1153	-	-	-	354	646
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1153	-	-	-	353	646
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	13.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	457
HCM Lane V/C Ratio	0.002	-	-	-	0.029
HCM Control Delay (s/veh)	8.1	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	284	309	160	81	37
Future Volume (vph)	50	284	309	160	81	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1847	1806	0	1787	1509
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1847	1806	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	54	309	336	174	88	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	510	0	88	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

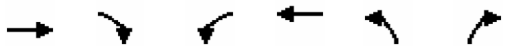
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	284	309	160	81	37
Future Vol, veh/h	50	284	309	160	81	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	54	309	336	174	88	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	840	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1050	-	-	-	337	620
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	316	620
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.29	0	17.76
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	269	-	-	-	316	620
HCM Lane V/C Ratio	0.052	-	-	-	0.279	0.065
HCM Control Delay (s/veh)	8.6	0	-	-	20.8	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	390	16	33	479	36	31
Future Volume (vph)	390	16	33	479	36	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.938	
Flt Protected				0.997	0.974	
Satd. Flow (prot)	1867	0	0	1860	1631	0
Flt Permitted				0.997	0.974	
Satd. Flow (perm)	1867	0	0	1860	1631	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	433	18	37	532	40	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	0	0	569	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

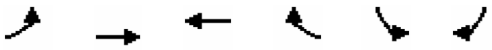
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	16	33	479	36	31
Future Vol, veh/h	390	16	33	479	36	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	433	18	37	532	40	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	1048	442
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1049	-	255	591
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1049	-	242	591
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	116	-
HCM Lane V/C Ratio	0.224	-	-	0.035	-
HCM Control Delay (s/veh)	18.9	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

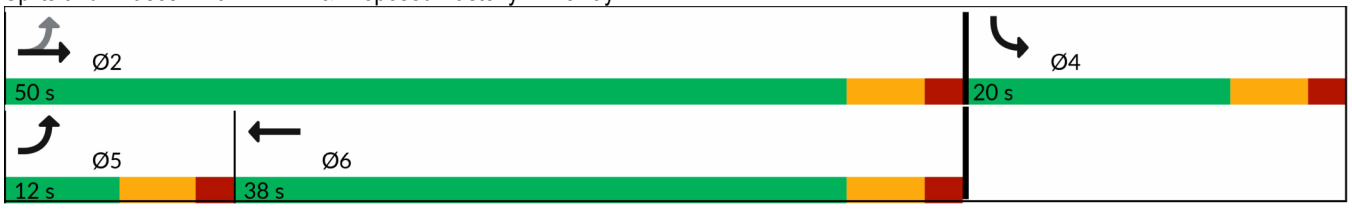


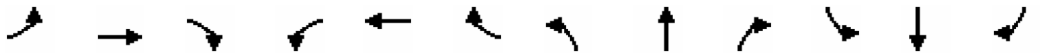
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	105	315	409	121	113	104
Future Volume (vph)	105	315	409	121	113	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969		0.935	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1770	1863	1805	0	1698	0
Flt Permitted	0.198				0.975	
Satd. Flow (perm)	369	1863	1805	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			28		59	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1357	1709		857	
Travel Time (s)		26.4	33.3		19.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	342	445	132	123	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	342	577	0	236	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		4.0	
Minimum Split (s)	11.0	24.0	24.0		10.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	30.9	30.9	22.2		11.0	
Actuated g/C Ratio	0.56	0.56	0.40		0.20	
v/c Ratio	0.30	0.32	0.77		0.61	
Control Delay (s/veh)	7.3	6.9	22.5		25.3	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	7.3	6.9	22.5		25.3	
LOS	A	A	C		C	
Approach Delay (s/veh)		7.1	22.6		25.3	
Approach LOS		A	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 55.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 17.5		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Easterly Driveway



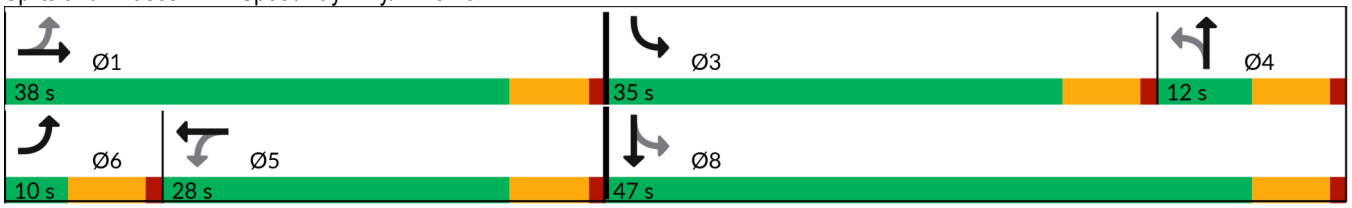


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	338	10	2	399	1076	7	24	7	685	28	135
Future Volume (vph)	104	338	10	2	399	1076	7	24	7	685	28	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.974			0.875	
Flt Protected	0.950							0.991		0.950		
Satd. Flow (prot)	1736	1874	0	0	1863	1583	0	1834	0	1752	1662	0
Flt Permitted	0.149				0.998			0.889		0.521		
Satd. Flow (perm)	272	1874	0	0	1859	1583	0	1645	0	961	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				915		8			147	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1709			466			147			1087	
Travel Time (s)		33.3			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	113	367	11	2	434	1170	8	26	8	745	30	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	378	0	0	436	1170	0	42	0	745	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	38.0		28.0	28.0		12.0	12.0		35.0	47.0	
Total Split (%)	11.8%	44.7%		32.9%	32.9%		14.1%	14.1%		41.2%	55.3%	
Maximum Green (s)	4.0	32.0		22.0	22.0		6.0	6.0		29.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	28.7	28.7			21.1	77.2		6.1		36.2	36.2	
Actuated g/C Ratio	0.37	0.37			0.27	1.00		0.08		0.47	0.47	
v/c Ratio	0.63	0.54			0.85	0.73		0.30		0.98	0.20	
Control Delay (s/veh)	36.4	22.9			46.9	3.1		38.0		52.6	4.0	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	36.4	22.9			46.9	3.1		38.0		52.6	4.0	
LOS	D	C			D	A		D		D	A	
Approach Delay (s/veh)		26.0			15.0			38.0			43.3	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 77.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 25.6		Intersection LOS: C	
Intersection Capacity Utilization 99.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1065	5	20	1520	1	13
Future Volume (vph)	1065	5	20	1520	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3534	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3534	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	1145	5	22	1634	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1150	0	0	1656	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

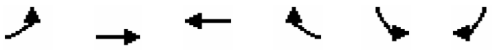
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1065	5	20	1520	1	13
Future Vol, veh/h	1065	5	20	1520	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	1145	5	22	1634	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1151	0	2008	1148
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	860	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	587	-	59	244
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	587	-	55	244
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	354	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.88	24.88
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	-	-	47	-
HCM Lane V/C Ratio	0.077	-	-	0.037	-
HCM Control Delay (s/veh)	24.9	-	-	11.4	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	1075	1537	4	3	2
Future Volume (vph)	3	1075	1537	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3539	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3539	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	1156	1653	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1159	1657	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

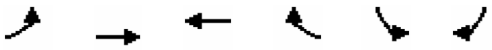
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1075	1537	4	3	2
Future Vol, veh/h	3	1075	1537	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1156	1653	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1657	0	-	0	2817	828
Stage 1	-	-	-	-	1655	-
Stage 2	-	-	-	-	1162	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	394	-	-	-	17	318
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	394	-	-	-	17	318
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	168.37
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	27
HCM Lane V/C Ratio	0.008	-	-	-	0.199
HCM Control Delay (s/veh)	14.2	0	-	-	168.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	1077	1479	0	11	62
Future Volume (vph)	0	1077	1479	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	1158	1590	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1158	1590	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

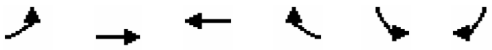
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1077	1479	0	11	62
Future Vol, veh/h	0	1077	1479	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	1158	1590	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2054	795
Stage 1	-	-	-	-	1590	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	66	335
Stage 1	0	-	-	0	153	-
Stage 2	0	-	-	0	571	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	66	335
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	571	-

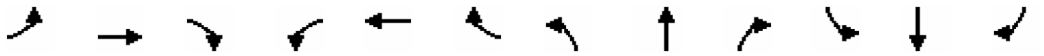
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	32.44
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	208
HCM Lane V/C Ratio	-	-	0.377
HCM Control Delay (s/veh)	-	-	32.4
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1076	1479	45	0	0
Future Volume (vph)	12	1076	1479	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected		0.999				
Satd. Flow (prot)	0	5081	3527	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5081	3527	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	1157	1590	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1170	1638	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

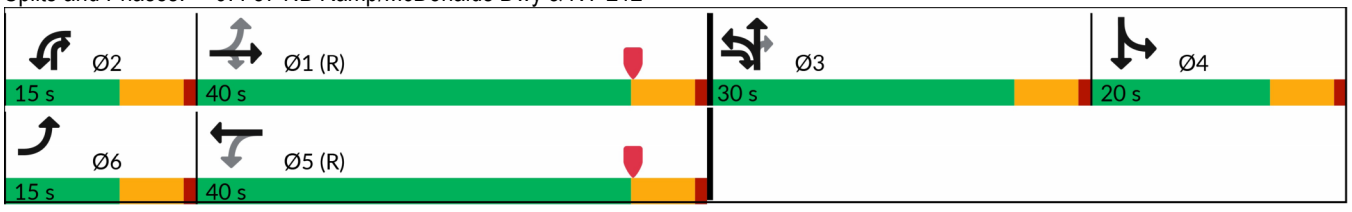


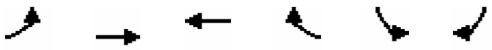
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	620	431	92	851	44	644	26	119	36	13	29
Future Volume (vph)	26	620	431	92	851	44	644	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850		0.897	
Flt Protected	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3518	0	1665	1679	1583	1752	1704	0
Flt Permitted	0.215			0.126			0.950	0.956		0.950		
Satd. Flow (perm)	408	1863	1615	230	3518	0	1665	1679	1583	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			459		5				127		31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	660	459	98	905	47	685	28	127	38	14	31
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	28	660	459	98	952	0	356	357	127	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	50.4	45.1	75.1	56.2	51.2		24.0	24.0	32.4	6.9	6.9	
Actuated g/C Ratio	0.48	0.43	0.72	0.54	0.49		0.23	0.23	0.31	0.07	0.07	
v/c Ratio	0.10	0.82	0.35	0.43	0.55		0.93	0.93	0.22	0.33	0.32	
Control Delay (s/veh)	13.5	38.8	1.4	16.9	22.9		73.7	72.6	3.7	53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.5	38.8	1.4	16.9	23.2		73.7	72.6	3.7	53.9	28.3	
LOS	B	D	A	B	C		E	E	A	D	C	
Approach Delay (s/veh)		23.3			22.7			62.7			40.1	
Approach LOS		C			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 34.1		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	774	977	0	2	9
Future Volume (vph)	0	774	977	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	806	1018	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	806	1018	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

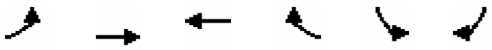
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	774	977	0	2	9
Future Vol, veh/h	0	774	977	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	806	1018	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1824	509
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	101	440
Stage 1	0	-	-	0	245	-
Stage 2	0	-	-	0	431	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	101	440
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.75
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	273
HCM Lane V/C Ratio	-	-	0.042
HCM Control Delay (s/veh)	-	-	18.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	774	977	13	1	0
Future Volume (vph)	2	774	977	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	806	1018	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	808	1032	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

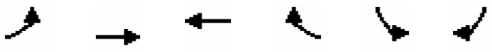
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	774	977	13	1	0
Future Vol, veh/h	2	774	977	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	806	1018	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1031	0	-	0	1835	516
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	810	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	682	-	-	-	76	510
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	76	510
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	53.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	76
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s/veh)	10.3	0	-	-	53.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	761	948	8	4	42
Future Volume (vph)	14	761	948	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5075	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5075	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	793	988	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	808	996	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

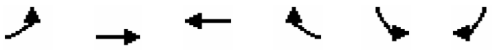
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	761	948	8	4	42
Future Vol, veh/h	14	761	948	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	793	988	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	996	0	-	0	1338	498
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	655	-	-	-	142	497
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	655	-	-	-	139	497
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	15.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	406
HCM Lane V/C Ratio	0.022	-	-	-	0.118
HCM Control Delay (s/veh)	10.6	0.3	-	-	15.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	764	948	0	0	8
Future Volume (vph)	0	764	948	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	804	998	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	804	998	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	764	948	0	0	8
Future Vol, veh/h	0	764	948	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	804	998	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	499
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	522
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12
HCM LOS			B

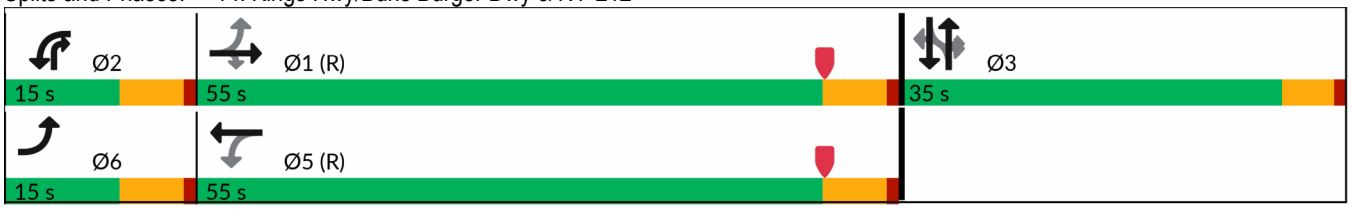
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	522
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s/veh)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	544	214	65	598	2	347	3	70	2	4	2
Future Volume (vph)	7	544	214	65	598	2	347	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3481	0	0	1742	1568	0	1813	0
Flt Permitted	0.386				0.751			0.723			0.939	
Satd. Flow (perm)	733	1881	1538	0	2627	0	0	1321	1568	0	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225						66		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	573	225	68	629	2	365	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	573	225	0	699	0	0	368	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	59.3	55.5	55.5		62.7			30.0	39.6		30.0	
Actuated g/C Ratio	0.56	0.53	0.53		0.60			0.29	0.38		0.29	
v/c Ratio	0.01	0.57	0.24		0.43			0.97	0.11		0.01	
Control Delay (s/veh)	7.2	10.3	1.5		8.1			79.3	6.9		24.1	
Queue Delay	0.0	0.6	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	7.2	11.0	1.5		8.4			79.3	6.9		24.1	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		8.4			8.4			67.2			24.1	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	613	3	12	657	9	12
Future Volume (vph)	613	3	12	657	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	639	3	13	684	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	642	0	0	697	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

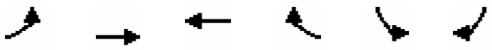
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	3	12	657	9	12
Future Vol, veh/h	613	3	12	657	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	639	3	13	684	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	642	0	1007	321
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	953	-	219	681
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	215	681
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	15.85
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	-	-	65	-
HCM Lane V/C Ratio	0.062	-	-	0.013	-
HCM Control Delay (s/veh)	15.9	-	-	8.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

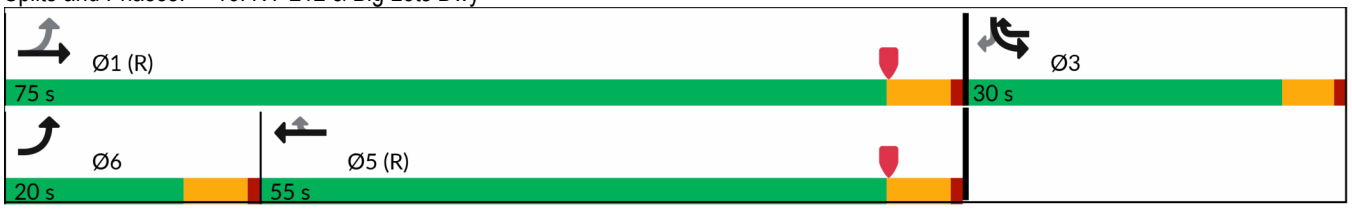


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	519	553	102	66	115
Future Volume (vph)	106	519	553	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.403				0.950	
Satd. Flow (perm)	751	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	535	570	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	535	570	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.16	0.35	0.22	0.07	0.47	0.50
Control Delay (s/veh)	2.4	2.5	6.1	0.4	56.4	15.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.4	2.9	6.1	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.9	5.3		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	580	5	32	651	2	3	0	69	1	0	1
Future Volume (vph)	0	580	5	32	651	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	667	6	37	748	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	37	750	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	580	5	32	651	2	3	0	69	1	0	1
Future Vol, veh/h	0	580	5	32	651	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	667	6	37	748	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	672	0	0	1491	1494	670	1490	1495	749
Stage 1	-	-	-	-	-	-	670	670	-	823	823	-
Stage 2	-	-	-	-	-	-	822	824	-	667	672	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	914	-	-	103	124	450	103	124	415
Stage 1	-	-	-	-	-	-	450	459	-	371	391	-
Stage 2	-	-	-	-	-	-	371	390	-	452	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	914	-	-	98	119	450	82	119	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	119	-	82	119	-
Stage 1	-	-	-	-	-	-	450	459	-	356	375	-
Stage 2	-	-	-	-	-	-	355	374	-	372	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.43	16.63	31.86
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	868	-	-	914	-	-	136
HCM Lane V/C Ratio	0.211	-	-	-	0.04	-	-	0.017
HCM Control Delay (s/veh)	16.6	0	-	-	9.1	-	-	31.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

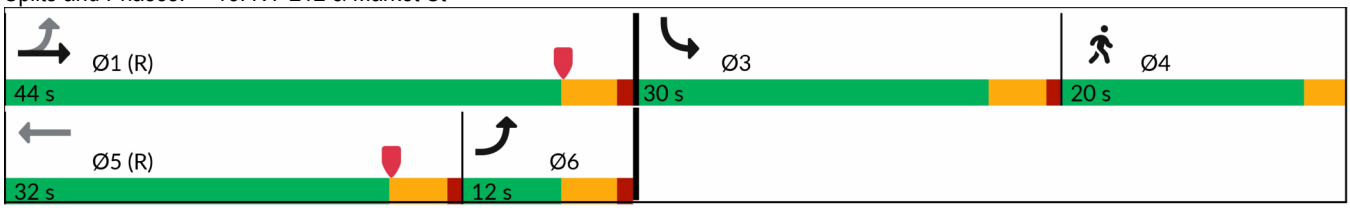


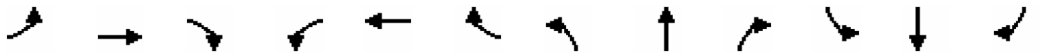
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	129	332	376	93	82	147	
Future Volume (vph)	129	332	376	93	82	147	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.913		
Flt Protected	0.950				0.982		
Satd. Flow (prot)	1687	1827	1761	0	1635	0	
Flt Permitted	0.408				0.982		
Satd. Flow (perm)	724	1827	1761	0	1635	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	133	342	388	96	85	152	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	133	342	484	0	237	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	66.1	66.1	54.1		17.9		
Actuated g/C Ratio	0.70	0.70	0.58		0.19		
v/c Ratio	0.22	0.26	0.47		0.76		
Control Delay (s/veh)	7.4	6.4	14.7		51.2		
Queue Delay	0.0	0.0	1.3		0.0		
Total Delay (s/veh)	7.4	6.4	16.1		51.2		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.8	16.2		51.2		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





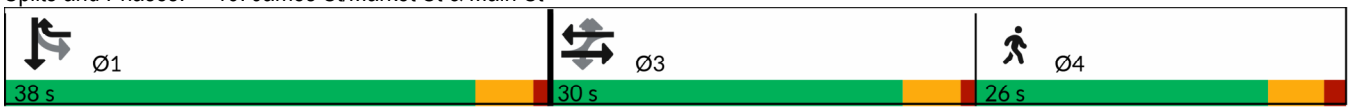
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	266	0	0	0	261	7	139
Future Volume (vph)	223	47	9	9	40	266	0	0	0	261	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.954	
Flt Protected		0.962			0.991						0.969	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1691	0
Flt Permitted		0.733			0.932						0.969	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1691	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	283	0	0	0	278	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	283	0	0	0	0	433	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.9			18.9	49.7					20.2	
Actuated g/C Ratio		0.38			0.38	1.00					0.41	
v/c Ratio		0.57			0.08	0.18					0.63	
Control Delay (s/veh)		18.9			11.9	0.2					16.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		18.9			11.9	0.2					16.9	
LOS		B			B	A					B	
Approach Delay (s/veh)		18.9			2.1						16.9	
Approach LOS		B			A						B	

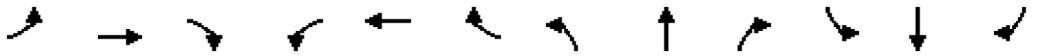
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 49.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



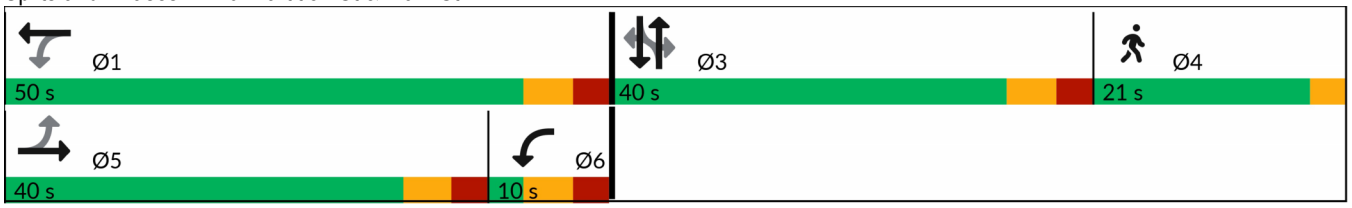
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	106	183	107	142	7	164	58	82	2	65	10
Future Volume (vph)	20	106	183	107	142	7	164	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.920			0.996			0.964			0.982	
Flt Protected		0.997			0.979			0.974			0.999	
Satd. Flow (prot)	0	1682	0	0	1732	0	0	1729	0	0	1864	0
Flt Permitted		0.965			0.728			0.787			0.991	
Satd. Flow (perm)	0	1628	0	0	1288	0	0	1397	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	112	193	113	149	7	173	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	0	0	269	0	0	320	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.4			20.4			21.5			21.5	
Actuated g/C Ratio		0.36			0.36			0.38			0.38	
v/c Ratio		0.55			0.58			0.60			0.11	
Control Delay (s/veh)		19.5			21.5			21.0			13.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.5			21.5			21.0			13.3	
LOS		B			C			C			B	
Approach Delay (s/veh)		19.6			21.5			21.1			13.4	
Approach LOS		B			C			C			B	

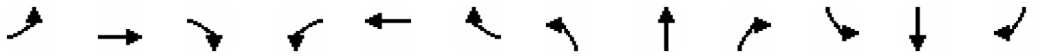
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

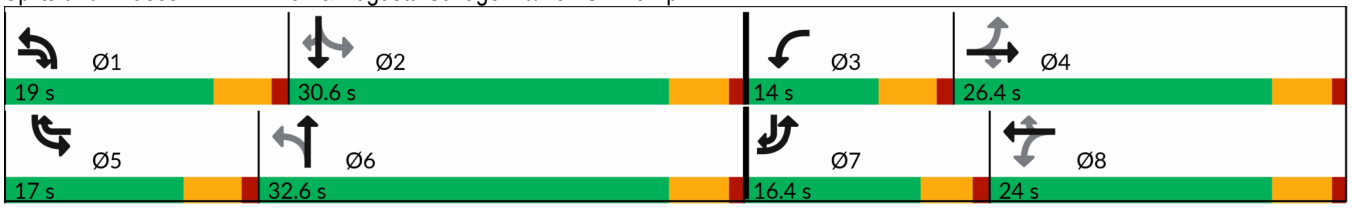


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	226	342	158	296	103	324	785	96	228	348	214
Future Volume (vph)	227	226	342	158	296	103	324	785	96	228	348	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1770	1900	1495	1805	3475	0	1736	1863	1077
Flt Permitted	0.220			0.529			0.274			0.171		
Satd. Flow (perm)	418	1900	1615	985	1900	1495	521	3475	0	312	1863	1077
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251			85		15				160
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	241	240	364	168	315	110	345	835	102	243	370	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	240	364	168	315	110	345	937	0	243	370	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	5	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	9.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.5
Total Split (s)	16.4	26.4	19.0	14.0	24.0	17.0	19.0	32.6		17.0	30.6	16.4
Total Split (%)	18.2%	29.3%	21.1%	15.6%	26.7%	18.9%	21.1%	36.2%		18.9%	34.0%	18.2%
Maximum Green (s)	11.9	21.4	14.0	9.0	19.0	12.0	14.0	27.6		12.0	25.6	11.9
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	31.2	19.4	37.4	25.0	16.8	33.0	38.0	25.1		34.5	23.4	39.8
Actuated g/C Ratio	0.37	0.23	0.44	0.30	0.20	0.39	0.45	0.30		0.41	0.28	0.47
v/c Ratio	0.70	0.55	0.42	0.45	0.83	0.17	0.79	0.89		0.76	0.71	0.38
Control Delay (s/veh)	31.3	34.8	6.9	23.0	53.2	6.8	30.0	40.6		34.9	37.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	31.3	34.8	6.9	23.0	53.2	6.8	30.0	40.6		34.9	37.0	7.0
LOS	C	C	A	C	D	A	C	D		C	D	A
Approach Delay (s/veh)		21.8			36.1			37.8			28.3	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 31.5		Intersection LOS: C	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	1094	790	0
Future Volume (vph)	0	9	14	1094	790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1396	
Travel Time (s)	7.8			9.5	17.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	1202	868	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	1202	868	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	1094	790	0
Future Vol, veh/h	0	9	14	1094	790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	1202	868	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2101	868	868	0	-	0
Stage 1	868	-	-	-	-	-
Stage 2	1233	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	58	355	751	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	751	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.44	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	751	-	355	-	-
HCM Lane V/C Ratio	0.02	-	0.028	-	-
HCM Control Delay (s/veh)	9.9	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

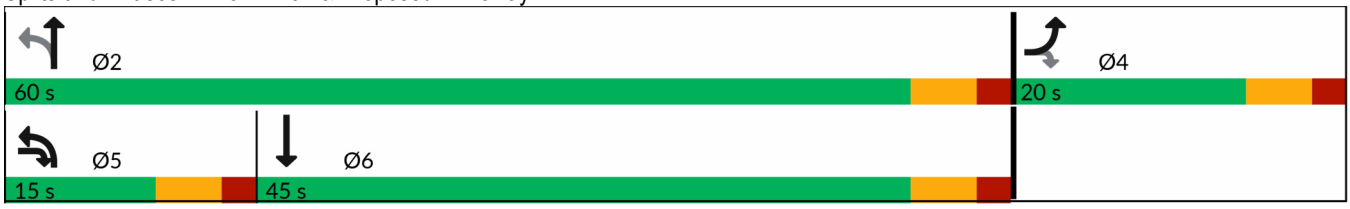


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	181	239	862	602	58
Future Volume (vph)	61	181	239	862	602	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1840	0
Flt Permitted	0.950		0.149			
Satd. Flow (perm)	1770	1583	278	1863	1840	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188			8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	917			1396	1224	
Travel Time (s)	20.8			17.3	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	197	260	937	654	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	197	260	937	717	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	11.0	24.0	24.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.3	17.2	44.2	48.0	27.8	
Actuated g/C Ratio	0.14	0.29	0.76	0.82	0.48	
v/c Ratio	0.26	0.32	0.56	0.61	0.81	
Control Delay (s/veh)	30.9	5.4	12.9	7.2	22.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	30.9	5.4	12.9	7.2	22.5	
LOS	C	A	B	A	C	
Approach Delay (s/veh)	11.8			8.5	22.6	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	933	656	1
Future Volume (vph)	0	5	4	933	656	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1224	1997	
Travel Time (s)	14.8			15.2	24.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	1037	729	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1041	730	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

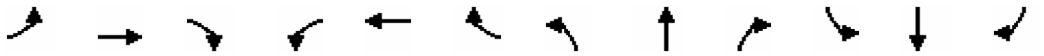
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	933	656	1
Future Vol, veh/h	0	5	4	933	656	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	1037	729	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1775	729	730	0	-	0
Stage 1	729	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	92	426	883	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	426	883	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.56	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	426	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

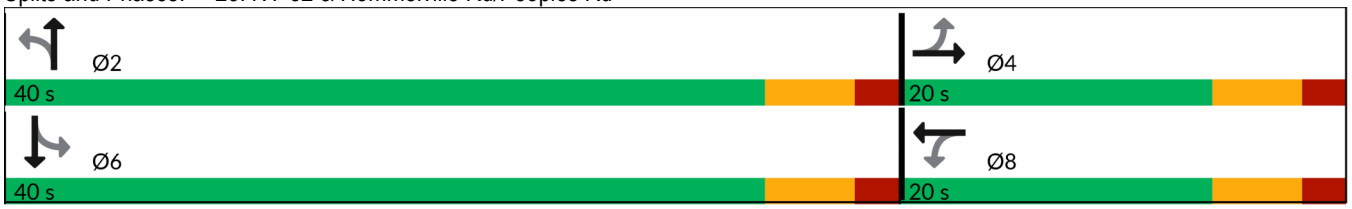


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	51	4	53	19	859	55	45	594	1
Future Volume (vph)	0	5	12	51	4	53	19	859	55	45	594	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.934			0.992				
Flt Protected					0.977			0.999			0.997	
Satd. Flow (prot)	0	1714	0	0	1618	0	0	1849	0	0	1857	0
Flt Permitted					0.840			0.982			0.888	
Satd. Flow (perm)	0	1714	0	0	1391	0	0	1817	0	0	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			58			9				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	56	4	58	21	944	60	49	653	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	118	0	0	1025	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.1			8.1			35.3			35.3	
Actuated g/C Ratio		0.16			0.16			0.70			0.70	
v/c Ratio		0.06			0.43			0.80			0.61	
Control Delay (s/veh)		12.9			17.3			17.1			9.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		12.9			17.3			17.1			9.9	
LOS		B			B			B			A	
Approach Delay (s/veh)		12.9			17.4			17.1			10.0	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 14.4		Intersection LOS: B	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



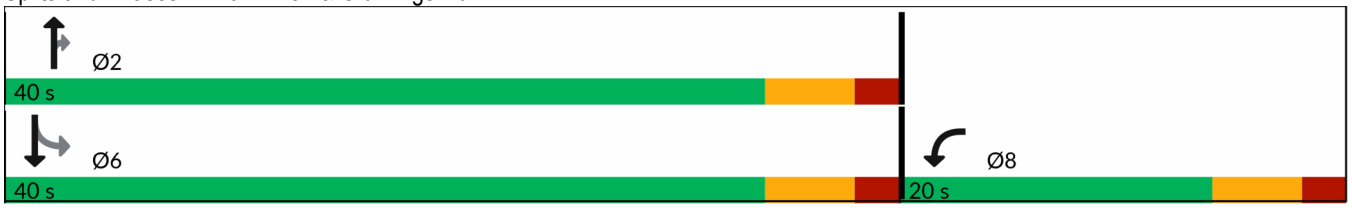


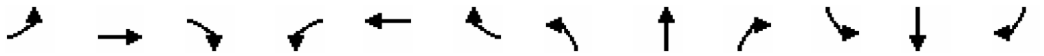
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	158	0	720	194	1	482
Future Volume (vph)	158	0	720	194	1	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	1568	0	1845
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1770	0	1863	1568	0	1843
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				209		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	170	0	774	209	1	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	0	774	209	0	519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	11.1		28.2	28.2		28.2
Actuated g/C Ratio	0.25		0.64	0.64		0.64
v/c Ratio	0.38		0.65	0.19		0.44
Control Delay (s/veh)	21.3		11.7	1.6		8.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	21.3		11.7	1.6		8.3
LOS	C		B	A		A
Approach Delay (s/veh)	21.3		9.6			8.3
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 44.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	714	0	34	478	0
Future Volume (vph)	0	1	3	1	2	57	5	714	0	34	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.997	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Flt Permitted					0.999						0.997	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	802	0	38	537	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	808	0	0	575	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	714	0	34	478	0
Future Vol, veh/h	0	1	3	1	2	57	5	714	0	34	478	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	802	0	38	537	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1428	1427	537	1428	1427	802	537	0	0	802	0	0
Stage 1	613	613	-	813	813	-	-	-	-	-	-	-
Stage 2	815	813	-	614	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	114	136	548	114	136	384	1041	-	-	775	-	-
Stage 1	483	486	-	375	395	-	-	-	-	-	-	-
Stage 2	375	395	-	483	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	86	126	548	103	126	384	1041	-	-	775	-	-
Mov Cap-2 Maneuver	86	126	-	103	126	-	-	-	-	-	-	-
Stage 1	449	452	-	371	391	-	-	-	-	-	-	-
Stage 2	307	391	-	445	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.28	17.97	0.06	0.66
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	298	345	120	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.196	0.049	-	-
HCM Control Delay (s/veh)	8.5	0	-	17.3	18	9.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	2	58	25	8	47
Future Volume (vph)	14	2	58	25	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.959			
Flt Protected	0.959					0.993
Satd. Flow (prot)	1180	0	1682	0	0	1809
Flt Permitted	0.959					0.993
Satd. Flow (perm)	1180	0	1682	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	18	3	74	32	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	106	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

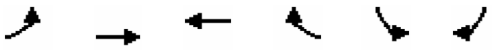
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	2	58	25	8	47
Future Vol, veh/h	14	2	58	25	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	18	3	74	32	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	90	0	0	106	0
Stage 1	90	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	702	973	-	-	1497	-
Stage 1	806	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	973	-	-	1497	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.13	0	1.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	262	-
HCM Lane V/C Ratio	-	-	0.028	0.007	-
HCM Control Delay (s/veh)	-	-	10.1	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	416	508	5	3	3
Future Volume (vph)	5	416	508	5	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1861	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		672	1357		790	
Travel Time (s)		13.1	26.4		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	452	552	5	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	457	557	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

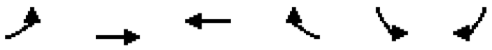
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	416	508	5	3	3
Future Vol, veh/h	5	416	508	5	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	452	552	5	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	558	0	-	0	1018	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1013	-	-	-	263	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1013	-	-	-	261	531
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	15.48
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	350
HCM Lane V/C Ratio	0.005	-	-	-	0.019
HCM Control Delay (s/veh)	8.6	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	284	309	160	81	37
Future Volume (vph)	50	284	309	160	81	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1847	1806	0	1787	1509
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1847	1806	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	54	309	336	174	88	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	510	0	88	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	284	309	160	81	37
Future Vol, veh/h	50	284	309	160	81	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	54	309	336	174	88	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	840	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1050	-	-	-	337	620
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	316	620
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.29	0	17.76
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	269	-	-	-	316	620
HCM Lane V/C Ratio	0.052	-	-	-	0.279	0.065
HCM Control Delay (s/veh)	8.6	0	-	-	20.8	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	390	16	33	479	36	31
Future Volume (vph)	390	16	33	479	36	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.938	
Flt Protected				0.997	0.974	
Satd. Flow (prot)	1867	0	0	1860	1631	0
Flt Permitted				0.997	0.974	
Satd. Flow (perm)	1867	0	0	1860	1631	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	433	18	37	532	40	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	0	0	569	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

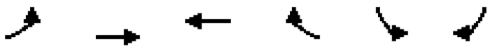
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	16	33	479	36	31
Future Vol, veh/h	390	16	33	479	36	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	433	18	37	532	40	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	1048	442
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1049	-	255	591
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1049	-	242	591
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	116	-
HCM Lane V/C Ratio	0.224	-	-	0.035	-
HCM Control Delay (s/veh)	18.9	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

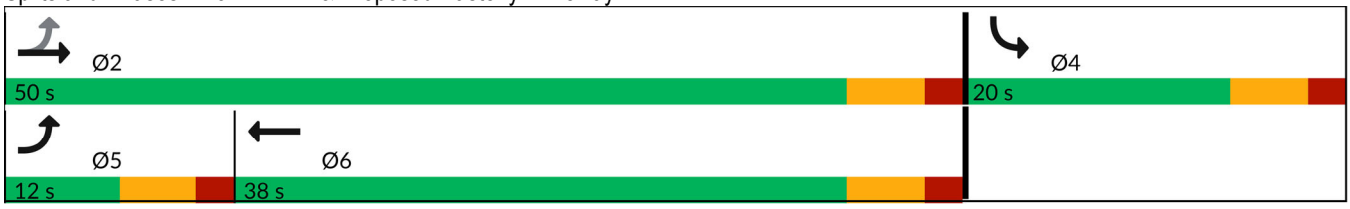


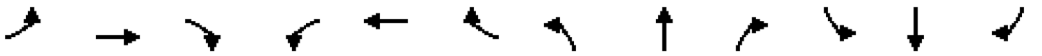
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	105	315	409	121	113	104
Future Volume (vph)	105	315	409	121	113	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969		0.935	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1770	1863	1805	0	1698	0
Flt Permitted	0.198				0.975	
Satd. Flow (perm)	369	1863	1805	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			28		59	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1357	1709		857	
Travel Time (s)		26.4	33.3		19.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	342	445	132	123	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	342	577	0	236	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		4.0	
Minimum Split (s)	11.0	24.0	24.0		10.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	30.9	30.9	22.2		11.0	
Actuated g/C Ratio	0.56	0.56	0.40		0.20	
v/c Ratio	0.31	0.33	0.78		0.61	
Control Delay (s/veh)	7.4	7.0	22.6		25.3	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	7.4	7.0	22.6		25.3	
LOS	A	A	C		C	
Approach Delay (s/veh)		7.1	22.6		25.3	
Approach LOS		A	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 55.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 17.5		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Easterly Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	338	10	2	399	1076	7	24	7	685	28	135
Future Volume (vph)	104	338	10	2	399	1076	7	24	7	685	28	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.974			0.875	
Flt Protected	0.950							0.991		0.950		
Satd. Flow (prot)	1736	1874	0	0	1863	1583	0	1834	0	1752	1662	0
Flt Permitted	0.149				0.998			0.889		0.521		
Satd. Flow (perm)	272	1874	0	0	1859	1583	0	1645	0	961	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				915		8			147	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1709			466			147			1087	
Travel Time (s)		33.3			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	113	367	11	2	434	1170	8	26	8	745	30	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	378	0	0	436	1170	0	42	0	745	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	38.0		28.0	28.0		12.0	12.0		35.0	47.0	
Total Split (%)	11.8%	44.7%		32.9%	32.9%		14.1%	14.1%		41.2%	55.3%	
Maximum Green (s)	4.0	32.0		22.0	22.0		6.0	6.0		29.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	28.7	28.7			21.1	77.2		6.1		36.2	36.2	
Actuated g/C Ratio	0.37	0.37			0.27	1.00		0.08		0.47	0.47	
v/c Ratio	0.63	0.54			0.86	0.74		0.30		0.99	0.21	
Control Delay (s/veh)	36.4	22.9			47.0	3.1		38.0		52.6	4.1	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	36.4	22.9			47.0	3.1		38.0		52.6	4.1	
LOS	D	C			D	A		D		D	A	
Approach Delay (s/veh)		26.0			15.0			38.0			43.3	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 77.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 25.6		Intersection LOS: C	
Intersection Capacity Utilization 99.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1065	5	20	1520	1	13
Future Volume (vph)	1065	5	20	1520	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3534	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3534	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	1145	5	22	1634	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1150	0	0	1656	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

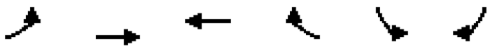
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1065	5	20	1520	1	13
Future Vol, veh/h	1065	5	20	1520	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	1145	5	22	1634	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1151	0	2008	1148
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	860	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	587	-	59	244
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	587	-	55	244
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	354	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.88	24.88
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	-	-	47	-
HCM Lane V/C Ratio	0.077	-	-	0.037	-
HCM Control Delay (s/veh)	24.9	-	-	11.4	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	1075	1537	4	3	2
Future Volume (vph)	3	1075	1537	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3539	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3539	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	1156	1653	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1159	1657	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

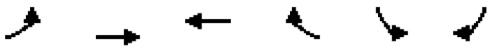
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1075	1537	4	3	2
Future Vol, veh/h	3	1075	1537	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1156	1653	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1657	0	-	0	2817	828
Stage 1	-	-	-	-	1655	-
Stage 2	-	-	-	-	1162	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	394	-	-	-	17	318
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	394	-	-	-	17	318
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	168.37
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	27
HCM Lane V/C Ratio	0.008	-	-	-	0.199
HCM Control Delay (s/veh)	14.2	0	-	-	168.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1077	1479	0	11	62
Future Volume (vph)	0	1077	1479	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	1158	1590	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1158	1590	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

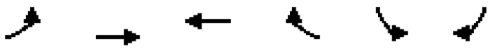
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1077	1479	0	11	62
Future Vol, veh/h	0	1077	1479	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	1158	1590	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2054	795
Stage 1	-	-	-	-	1590	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	66	335
Stage 1	0	-	-	0	153	-
Stage 2	0	-	-	0	571	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	66	335
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	571	-

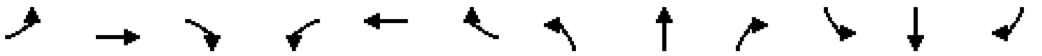
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	32.44
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	208
HCM Lane V/C Ratio	-	-	0.377
HCM Control Delay (s/veh)	-	-	32.4
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1076	1479	45	0	0
Future Volume (vph)	12	1076	1479	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected		0.999				
Satd. Flow (prot)	0	5081	3527	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5081	3527	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	1157	1590	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1170	1638	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

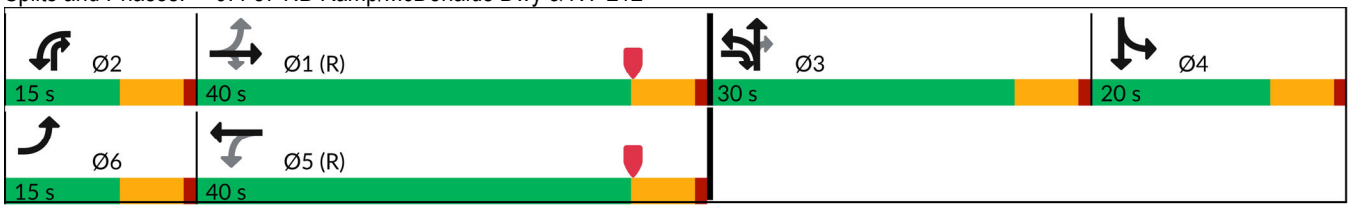


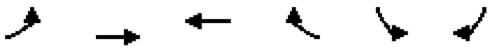
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	620	431	92	851	44	644	26	119	36	13	29
Future Volume (vph)	26	620	431	92	851	44	644	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850		0.897	
Flt Protected	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3518	0	1665	1679	1583	1752	1704	0
Flt Permitted	0.215			0.126			0.950	0.956		0.950		
Satd. Flow (perm)	408	1863	1615	230	3518	0	1665	1679	1583	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			459		5				127		31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	660	459	98	905	47	685	28	127	38	14	31
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	28	660	459	98	952	0	356	357	127	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	50.4	45.1	75.1	56.2	51.2		24.0	24.0	32.4	6.9	6.9	
Actuated g/C Ratio	0.48	0.43	0.72	0.54	0.49		0.23	0.23	0.31	0.07	0.07	
v/c Ratio	0.11	0.83	0.36	0.43	0.55		0.94	0.93	0.22	0.33	0.32	
Control Delay (s/veh)	13.5	38.9	1.5	16.9	22.9		73.7	72.6	3.8	53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.5	38.9	1.5	16.9	23.3		73.7	72.6	3.8	53.9	28.3	
LOS	B	D	A	B	C		E	E	A	D	C	
Approach Delay (s/veh)		23.3			22.7			62.7			40.1	
Approach LOS		C			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 34.1		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	774	977	0	2	9
Future Volume (vph)	0	774	977	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	806	1018	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	806	1018	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

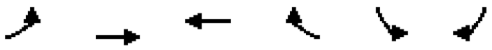
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	774	977	0	2	9
Future Vol, veh/h	0	774	977	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	806	1018	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1824	509
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	101	440
Stage 1	0	-	-	0	245	-
Stage 2	0	-	-	0	431	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	101	440
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.75
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	273
HCM Lane V/C Ratio	-	-	0.042
HCM Control Delay (s/veh)	-	-	18.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	774	977	13	1	0
Future Volume (vph)	2	774	977	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	806	1018	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	808	1032	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

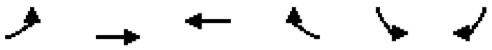
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	774	977	13	1	0
Future Vol, veh/h	2	774	977	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	806	1018	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1031	0	-	0	1835	516
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	810	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	682	-	-	-	76	510
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	76	510
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	53.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	76
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s/veh)	10.3	0	-	-	53.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	761	948	8	4	42
Future Volume (vph)	14	761	948	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5075	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5075	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	793	988	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	808	996	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

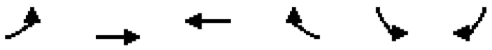
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	761	948	8	4	42
Future Vol, veh/h	14	761	948	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	793	988	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	996	0	-	0	1338	498
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	655	-	-	-	142	497
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	655	-	-	-	139	497
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	15.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	406
HCM Lane V/C Ratio	0.022	-	-	-	0.118
HCM Control Delay (s/veh)	10.6	0.3	-	-	15.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	764	948	0	0	8
Future Volume (vph)	0	764	948	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	804	998	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	804	998	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

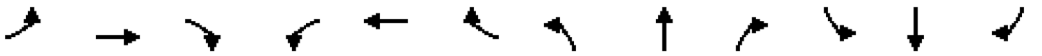
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	764	948	0	0	8
Future Vol, veh/h	0	764	948	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	804	998	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	499
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	522
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	522
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s/veh)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

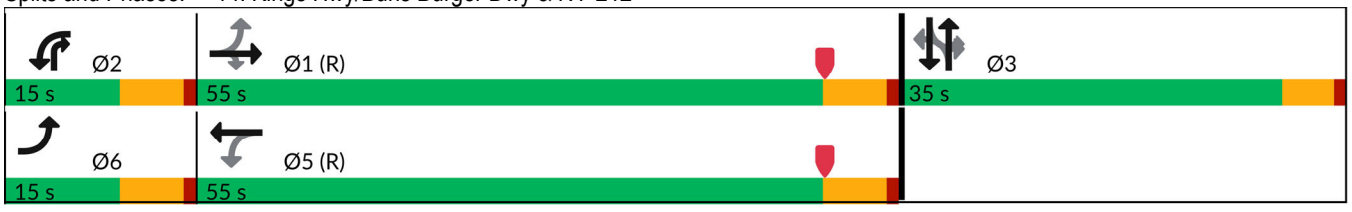


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	544	214	65	598	2	347	3	70	2	4	2
Future Volume (vph)	7	544	214	65	598	2	347	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3481	0	0	1742	1568	0	1813	0
Flt Permitted	0.386				0.751			0.723			0.939	
Satd. Flow (perm)	733	1881	1538	0	2627	0	0	1321	1568	0	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225						66		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	573	225	68	629	2	365	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	573	225	0	699	0	0	368	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	59.3	55.5	55.5		62.7			30.0	39.6		30.0	
Actuated g/C Ratio	0.56	0.53	0.53		0.60			0.29	0.38		0.29	
v/c Ratio	0.02	0.58	0.24		0.44			0.98	0.12		0.02	
Control Delay (s/veh)	7.3	10.4	1.5		8.1			79.3	6.9		24.1	
Queue Delay	0.0	0.7	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	7.3	11.1	1.5		8.4			79.3	6.9		24.1	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		8.4			8.4			67.2			24.1	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	613	3	12	657	9	12
Future Volume (vph)	613	3	12	657	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	639	3	13	684	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	642	0	0	697	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

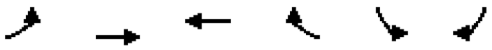
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	3	12	657	9	12
Future Vol, veh/h	613	3	12	657	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	639	3	13	684	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	642	0	1007	321
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	953	-	219	681
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	215	681
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	15.85
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	-	-	65	-
HCM Lane V/C Ratio	0.062	-	-	0.013	-
HCM Control Delay (s/veh)	15.9	-	-	8.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

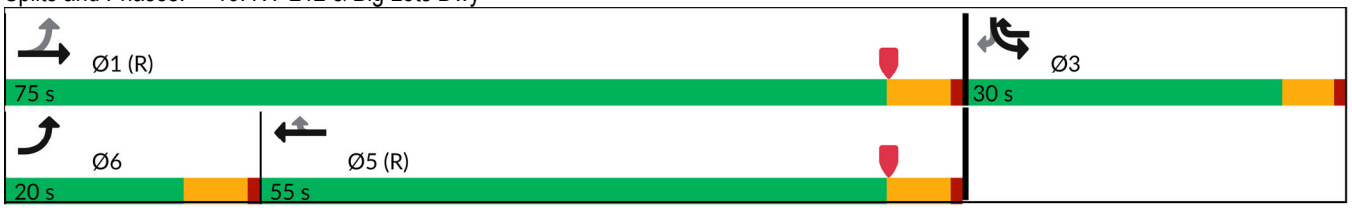


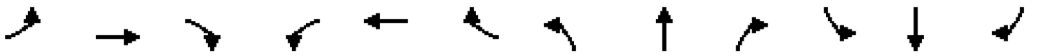
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	519	553	102	66	115
Future Volume (vph)	106	519	553	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.403				0.950	
Satd. Flow (perm)	751	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	535	570	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	535	570	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.16	0.35	0.23	0.08	0.48	0.50
Control Delay (s/veh)	2.5	2.6	6.2	0.4	56.4	15.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.0	6.2	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.9	5.3		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	580	5	32	651	2	3	0	69	1	0	1
Future Volume (vph)	0	580	5	32	651	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	667	6	37	748	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	37	750	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

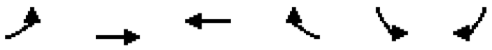
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	580	5	32	651	2	3	0	69	1	0	1
Future Vol, veh/h	0	580	5	32	651	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	667	6	37	748	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	672	0	0	1491	1494	670	1490	1495	749
Stage 1	-	-	-	-	-	-	670	670	-	823	823	-
Stage 2	-	-	-	-	-	-	822	824	-	667	672	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	914	-	-	103	124	450	103	124	415
Stage 1	-	-	-	-	-	-	450	459	-	371	391	-
Stage 2	-	-	-	-	-	-	371	390	-	452	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	914	-	-	98	119	450	82	119	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	119	-	82	119	-
Stage 1	-	-	-	-	-	-	450	459	-	356	375	-
Stage 2	-	-	-	-	-	-	355	374	-	372	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.43	16.63	31.86
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	868	-	-	914	-	-	136
HCM Lane V/C Ratio	0.211	-	-	-	0.04	-	-	0.017
HCM Control Delay (s/veh)	16.6	0	-	-	9.1	-	-	31.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

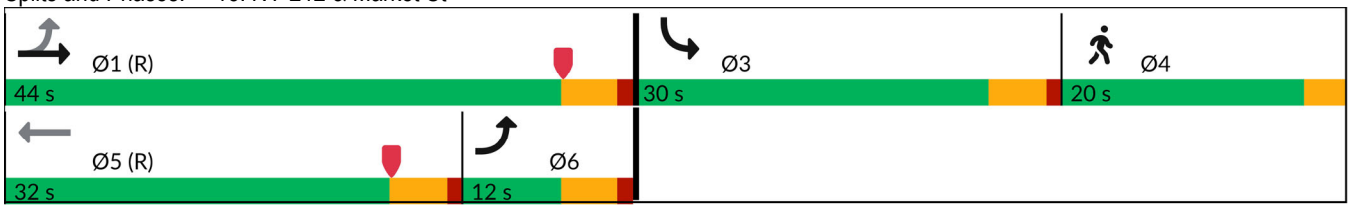


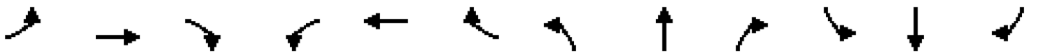
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	129	332	376	93	82	147	
Future Volume (vph)	129	332	376	93	82	147	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.913		
Flt Protected	0.950				0.982		
Satd. Flow (prot)	1687	1827	1761	0	1635	0	
Flt Permitted	0.408				0.982		
Satd. Flow (perm)	724	1827	1761	0	1635	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	133	342	388	96	85	152	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	133	342	484	0	237	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	66.1	66.1	54.1		17.9		
Actuated g/C Ratio	0.70	0.70	0.58		0.19		
v/c Ratio	0.23	0.27	0.48		0.76		
Control Delay (s/veh)	7.5	6.5	14.8		51.2		
Queue Delay	0.0	0.0	1.4		0.0		
Total Delay (s/veh)	7.5	6.5	16.2		51.2		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.8	16.2		51.2		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





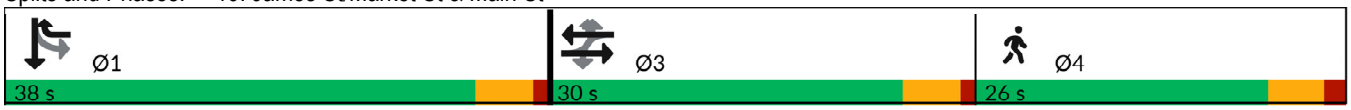
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	266	0	0	0	261	7	139
Future Volume (vph)	223	47	9	9	40	266	0	0	0	261	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.954	
Flt Protected		0.962			0.991						0.969	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1691	0
Flt Permitted		0.733			0.932						0.969	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1691	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	283	0	0	0	278	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	283	0	0	0	0	433	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.9			18.9	49.7					20.2	
Actuated g/C Ratio		0.38			0.38	1.00					0.41	
v/c Ratio		0.58			0.08	0.19					0.63	
Control Delay (s/veh)		18.9			11.9	0.3					16.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		18.9			11.9	0.3					16.9	
LOS		B			B	A					B	
Approach Delay (s/veh)		18.9			2.1						16.9	
Approach LOS		B			A						B	

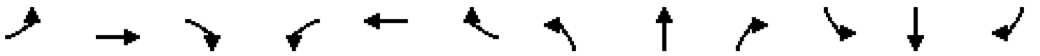
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 49.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



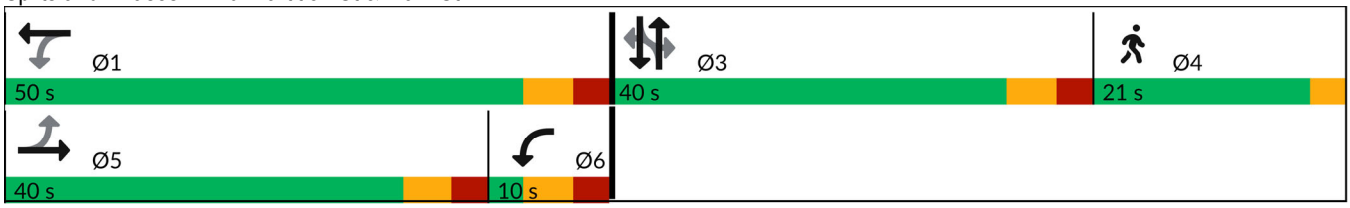
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	106	183	107	142	7	164	58	82	2	65	10
Future Volume (vph)	20	106	183	107	142	7	164	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.920			0.996			0.964			0.982	
Flt Protected		0.997			0.979			0.974			0.999	
Satd. Flow (prot)	0	1682	0	0	1732	0	0	1729	0	0	1864	0
Flt Permitted		0.965			0.728			0.787			0.991	
Satd. Flow (perm)	0	1628	0	0	1288	0	0	1397	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	112	193	113	149	7	173	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	0	0	269	0	0	320	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.4			20.4			21.5			21.5	
Actuated g/C Ratio		0.36			0.36			0.38			0.38	
v/c Ratio		0.56			0.58			0.61			0.12	
Control Delay (s/veh)		19.6			21.5			21.1			13.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.6			21.5			21.1			13.4	
LOS		B			C			C			B	
Approach Delay (s/veh)		19.6			21.5			21.1			13.4	
Approach LOS		B			C			C			B	

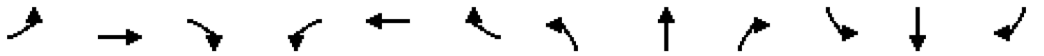
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

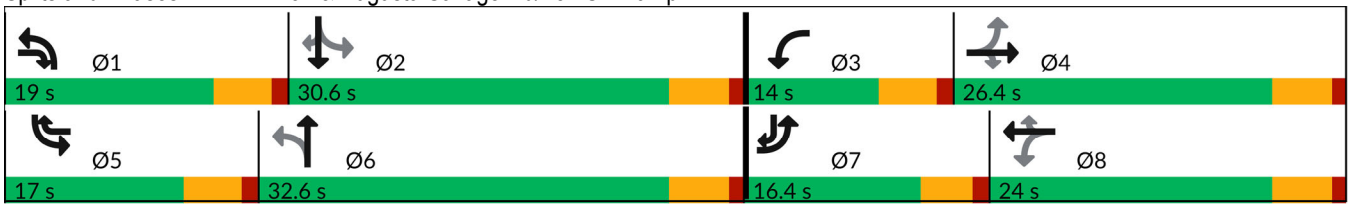


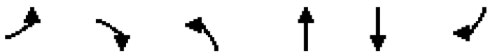
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	173	342	158	296	103	324	785	96	228	348	214
Future Volume (vph)	227	173	342	158	296	103	324	785	96	228	348	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1770	1900	1495	1805	3475	0	1736	1863	1077
Flt Permitted	0.220			0.641			0.274			0.171		
Satd. Flow (perm)	418	1900	1615	1194	1900	1495	521	3475	0	312	1863	1077
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			85		15				160
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	241	184	364	168	315	110	345	835	102	243	370	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	184	364	168	315	110	345	937	0	243	370	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	5	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	9.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.5
Total Split (s)	16.4	26.4	19.0	14.0	24.0	17.0	19.0	32.6		17.0	30.6	16.4
Total Split (%)	18.2%	29.3%	21.1%	15.6%	26.7%	18.9%	21.1%	36.2%		18.9%	34.0%	18.2%
Maximum Green (s)	11.9	21.4	14.0	9.0	19.0	12.0	14.0	27.6		12.0	25.6	11.9
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	31.3	19.4	37.4	25.0	16.8	33.0	38.0	25.1		34.5	23.4	39.8
Actuated g/C Ratio	0.37	0.23	0.44	0.30	0.20	0.39	0.45	0.30		0.41	0.28	0.47
v/c Ratio	0.70	0.42	0.42	0.41	0.83	0.17	0.80	0.90		0.77	0.72	0.38
Control Delay (s/veh)	31.3	32.0	6.4	22.0	53.3	6.9	30.1	40.7		34.9	37.0	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	31.3	32.0	6.4	22.0	53.3	6.9	30.1	40.7		34.9	37.0	7.1
LOS	C	C	A	C	D	A	C	D		C	D	A
Approach Delay (s/veh)		20.0			35.8			37.9			28.3	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 31.2		Intersection LOS: C	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	1094	790	0
Future Volume (vph)	0	9	14	1094	790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1396	
Travel Time (s)	7.8			9.5	17.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	1202	868	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	1202	868	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

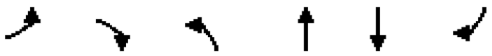
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	1094	790	0
Future Vol, veh/h	0	9	14	1094	790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	1202	868	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2101	868	868	0	-	0
Stage 1	868	-	-	-	-	-
Stage 2	1233	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	58	355	751	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	751	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.44	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	751	-	355	-	-
HCM Lane V/C Ratio	0.02	-	0.028	-	-
HCM Control Delay (s/veh)	9.9	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

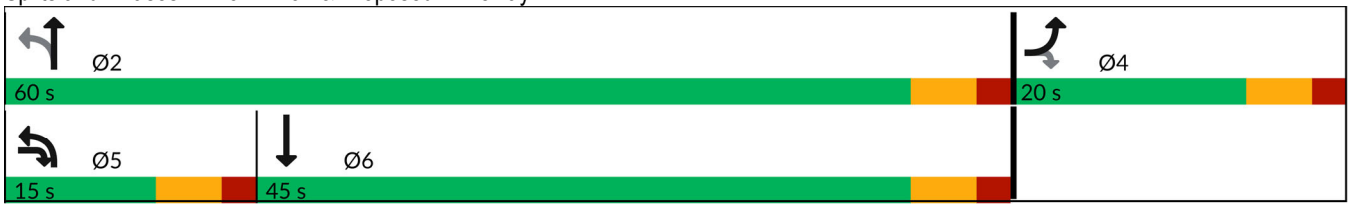


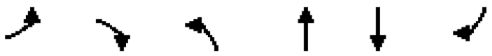
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	181	239	862	602	58
Future Volume (vph)	61	181	239	862	602	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1840	0
Flt Permitted	0.950		0.149			
Satd. Flow (perm)	1770	1583	278	1863	1840	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188			8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	917			1396	1224	
Travel Time (s)	20.8			17.3	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	197	260	937	654	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	197	260	937	717	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	11.0	24.0	24.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.3	17.2	44.2	48.0	27.8	
Actuated g/C Ratio	0.14	0.29	0.76	0.82	0.48	
v/c Ratio	0.26	0.33	0.57	0.61	0.82	
Control Delay (s/veh)	30.9	5.4	13.0	7.3	22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	30.9	5.4	13.0	7.3	22.6	
LOS	C	A	B	A	C	
Approach Delay (s/veh)	11.8			8.5	22.6	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	933	656	1
Future Volume (vph)	0	5	4	933	656	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1224	1997	
Travel Time (s)	14.8			15.2	24.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	1037	729	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1041	730	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	933	656	1
Future Vol, veh/h	0	5	4	933	656	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	1037	729	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1775	729	730	0	-	0
Stage 1	729	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	92	426	883	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	426	883	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.56	0.04	0
HCM LOS	B		

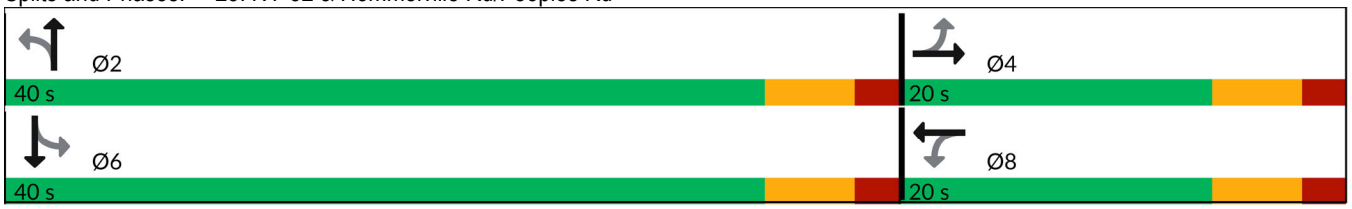
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	426	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	51	4	53	19	859	55	45	594	1
Future Volume (vph)	0	5	12	51	4	53	19	859	55	45	594	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.934			0.992				
Flt Protected					0.977			0.999			0.997	
Satd. Flow (prot)	0	1714	0	0	1618	0	0	1849	0	0	1857	0
Flt Permitted					0.840			0.982			0.888	
Satd. Flow (perm)	0	1714	0	0	1391	0	0	1817	0	0	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			58			9				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	56	4	58	21	944	60	49	653	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	118	0	0	1025	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.1			8.1			35.3			35.3	
Actuated g/C Ratio		0.16			0.16			0.70			0.70	
v/c Ratio		0.06			0.43			0.81			0.61	
Control Delay (s/veh)		12.9			17.4			17.1			10.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		12.9			17.4			17.1			10.0	
LOS		B			B			B			A	
Approach Delay (s/veh)		12.9			17.4			17.1			10.0	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 14.4		Intersection LOS: B	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



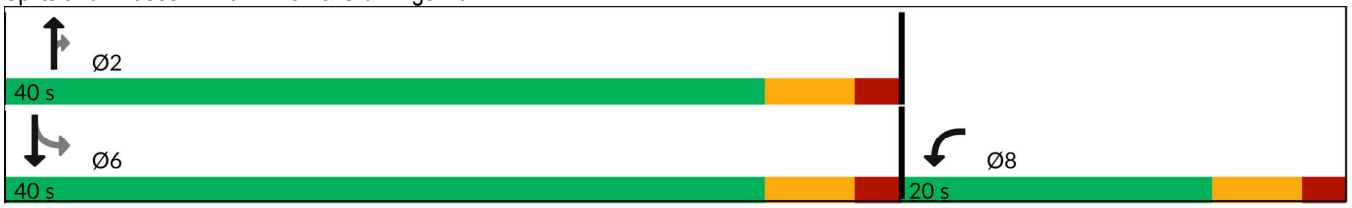


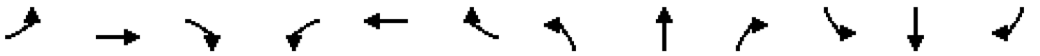
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	158	0	720	194	1	482
Future Volume (vph)	158	0	720	194	1	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	1568	0	1845
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1770	0	1863	1568	0	1843
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				209		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	170	0	774	209	1	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	0	774	209	0	519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	11.1		28.2	28.2		28.2
Actuated g/C Ratio	0.25		0.64	0.64		0.64
v/c Ratio	0.38		0.65	0.19		0.44
Control Delay (s/veh)	21.3		11.7	1.6		8.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	21.3		11.7	1.6		8.3
LOS	C		B	A		A
Approach Delay (s/veh)	21.3		9.6			8.3
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 44.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	714	0	34	478	0
Future Volume (vph)	0	1	3	1	2	57	5	714	0	34	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.997	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Flt Permitted					0.999						0.997	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	802	0	38	537	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	808	0	0	575	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

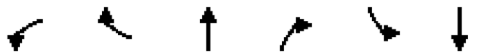
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	714	0	34	478	0
Future Vol, veh/h	0	1	3	1	2	57	5	714	0	34	478	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	802	0	38	537	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1428	1427	537	1428	1427	802	537	0	0	802	0	0
Stage 1	613	613	-	813	813	-	-	-	-	-	-	-
Stage 2	815	813	-	614	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	114	136	548	114	136	384	1041	-	-	775	-	-
Stage 1	483	486	-	375	395	-	-	-	-	-	-	-
Stage 2	375	395	-	483	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	86	126	548	103	126	384	1041	-	-	775	-	-
Mov Cap-2 Maneuver	86	126	-	103	126	-	-	-	-	-	-	-
Stage 1	449	452	-	371	391	-	-	-	-	-	-	-
Stage 2	307	391	-	445	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.28	17.97	0.06	0.66
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	298	345	120	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.196	0.049	-	-
HCM Control Delay (s/veh)	8.5	0	-	17.3	18	9.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	2	58	25	8	47
Future Volume (vph)	14	2	58	25	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.959			
Flt Protected	0.959					0.993
Satd. Flow (prot)	1180	0	1682	0	0	1809
Flt Permitted	0.959					0.993
Satd. Flow (perm)	1180	0	1682	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	18	3	74	32	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	106	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

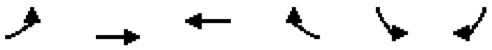
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	2	58	25	8	47
Future Vol, veh/h	14	2	58	25	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	18	3	74	32	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	90	0	0	106	0
Stage 1	90	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	702	973	-	-	1497	-
Stage 1	806	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	973	-	-	1497	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.13	0	1.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	262	-
HCM Lane V/C Ratio	-	-	0.028	0.007	-
HCM Control Delay (s/veh)	-	-	10.1	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	416	508	5	3	3
Future Volume (vph)	5	416	508	5	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1861	0	1694	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		672	1357		790	
Travel Time (s)		13.1	26.4		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	452	552	5	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	457	557	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

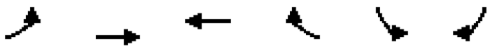
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	416	508	5	3	3
Future Vol, veh/h	5	416	508	5	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	452	552	5	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	558	0	-	0	1018	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1013	-	-	-	263	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1013	-	-	-	261	531
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	15.48
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	350
HCM Lane V/C Ratio	0.005	-	-	-	0.019
HCM Control Delay (s/veh)	8.6	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	279	257	87	93	33
Future Volume (vph)	25	279	257	87	93	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.966			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1833	1804	0	1805	1615
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1833	1804	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	27	300	276	94	100	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	327	370	0	100	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	279	257	87	93	33
Future Vol, veh/h	25	279	257	87	93	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	27	300	276	94	100	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	370	0	-	0	677	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1167	-	-	-	421	723
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1167	-	-	-	410	723
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.67	0	14.93
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	148	-	-	-	410	723
HCM Lane V/C Ratio	0.023	-	-	-	0.244	0.049
HCM Control Delay (s/veh)	8.2	0	-	-	16.6	10.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	400	16	31	389	14	29
Future Volume (vph)	400	16	31	389	14	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.909	
Flt Protected				0.996	0.984	
Satd. Flow (prot)	1846	0	0	1838	1699	0
Flt Permitted				0.996	0.984	
Satd. Flow (perm)	1846	0	0	1838	1699	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	449	18	35	437	16	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	472	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

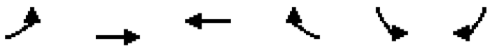
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	16	31	389	14	29
Future Vol, veh/h	400	16	31	389	14	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	449	18	35	437	16	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	467	0	965	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1029	-	285	607
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	272	607
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.64	14.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	-	-	133	-
HCM Lane V/C Ratio	0.111	-	-	0.034	-
HCM Control Delay (s/veh)	14.3	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

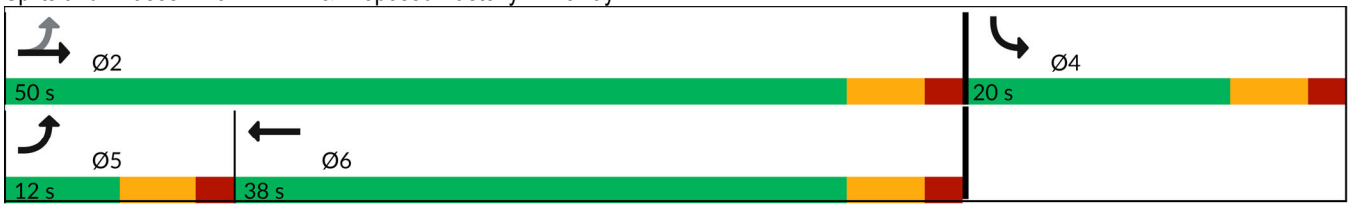


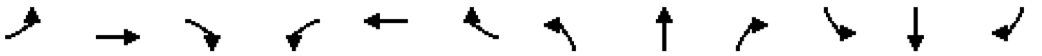
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	336	325	121	115	95
Future Volume (vph)	93	336	325	121	115	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.963		0.939	
Flt Protected	0.950				0.973	
Satd. Flow (prot)	1770	1863	1794	0	1702	0
Flt Permitted	0.284				0.973	
Satd. Flow (perm)	529	1863	1794	0	1702	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			35		53	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1308	1710		694	
Travel Time (s)		25.5	33.3		15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	365	353	132	125	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	365	485	0	228	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0		4.0	
Minimum Split (s)	10.0	22.5	22.5		10.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	29.0	33.0	24.6		12.0	
Actuated g/C Ratio	0.59	0.67	0.50		0.24	
v/c Ratio	0.20	0.29	0.53		0.50	
Control Delay (s/veh)	6.3	6.6	15.7		21.1	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	6.3	6.6	15.7		21.1	
LOS	A	A	B		C	
Approach Delay (s/veh)		6.5	15.7		21.1	
Approach LOS		A	B		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 49.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Easterly Driveway



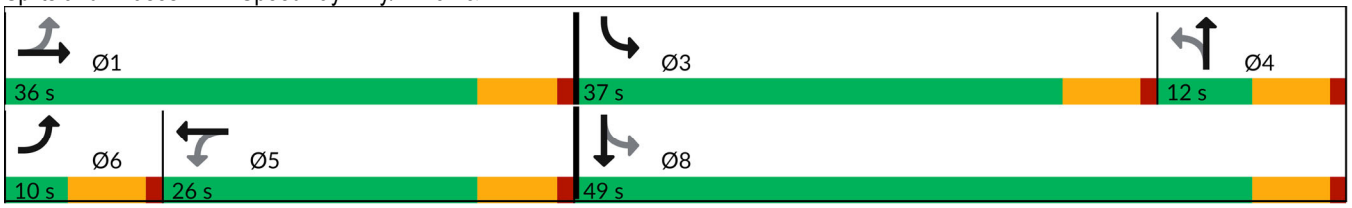


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	345	7	3	370	860	4	27	7	740	28	99
Future Volume (vph)	82	345	7	3	370	860	4	27	7	740	28	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.976			0.883	
Flt Protected	0.950							0.995		0.950		
Satd. Flow (prot)	1736	1876	0	0	1881	1599	0	1845	0	1770	1652	0
Flt Permitted	0.165				0.996			0.944		0.496		
Satd. Flow (perm)	301	1876	0	0	1874	1599	0	1751	0	924	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				896		7			103	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1710			466			147			1087	
Travel Time (s)		33.3			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	85	359	7	3	385	896	4	28	7	771	29	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	366	0	0	388	896	0	39	0	771	132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	36.0		26.0	26.0		12.0	12.0		37.0	49.0	
Total Split (%)	11.8%	42.4%		30.6%	30.6%		14.1%	14.1%		43.5%	57.6%	
Maximum Green (s)	4.0	30.0		20.0	20.0		6.0	6.0		31.0	43.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	26.1	26.1			18.6	76.5		6.2		38.0	32.6	
Actuated g/C Ratio	0.34	0.34			0.24	1.00		0.08		0.50	0.43	
v/c Ratio	0.47	0.57			0.85	0.56		0.27		0.95	0.17	
Control Delay (s/veh)	27.9	25.1			49.2	1.4		36.9		43.1	4.4	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	27.9	25.1			49.2	1.4		36.9		43.1	4.4	
LOS	C	C			D	A		D		D	A	
Approach Delay (s/veh)		25.6			15.9			36.9			37.4	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 76.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 25.1		Intersection LOS: C	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1126	9	17	1273	4	11
Future Volume (vph)	1126	9	17	1273	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	1879	0	0	3571	1484	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	1879	0	0	3571	1484	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	1224	10	18	1384	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1234	0	0	1402	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

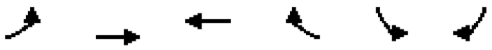
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1126	9	17	1273	4	11
Future Vol, veh/h	1126	9	17	1273	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	1224	10	18	1384	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1234	0	1958	1229
Stage 1	-	-	-	-	1229	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	572	-	51	205
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	393	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	572	-	48	205
Mov Cap-2 Maneuver	-	-	-	-	48	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	373	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.73	43.49
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	110	-	-	47	-
HCM Lane V/C Ratio	0.149	-	-	0.032	-
HCM Control Delay (s/veh)	43.5	-	-	11.5	0.6
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1137	1288	3	4	2
Future Volume (vph)	0	1137	1288	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3539	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3539	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1249	1415	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1249	1418	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

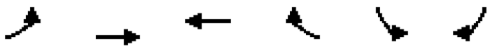
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1137	1288	3	4	2
Future Vol, veh/h	0	1137	1288	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1249	1415	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1419	0	-	0	2666	709
Stage 1	-	-	-	-	1417	-
Stage 2	-	-	-	-	1249	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	486	-	-	-	22	381
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	273	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	486	-	-	-	22	381
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	273	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	146.44
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	486	-	-	-	32
HCM Lane V/C Ratio	-	-	-	-	0.208
HCM Control Delay (s/veh)	0	-	-	-	146.4
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	1141	1233	0	3	59
Future Volume (vph)	0	1141	1233	0	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1240	1340	0	3	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1240	1340	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

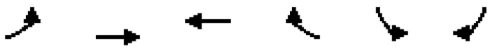
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1141	1233	0	3	59
Future Vol, veh/h	0	1141	1233	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1240	1340	0	3	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1836	670
Stage 1	-	-	-	-	1340	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	90	404
Stage 1	0	-	-	0	208	-
Stage 2	0	-	-	0	549	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	90	404
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	549	-

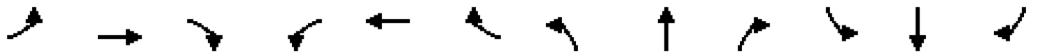
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.92
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	346
HCM Lane V/C Ratio	-	-	0.195
HCM Control Delay (s/veh)	-	-	17.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	1135	1232	40	0	0
Future Volume (vph)	10	1135	1232	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5037	3524	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5037	3524	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	11	1234	1339	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1245	1382	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

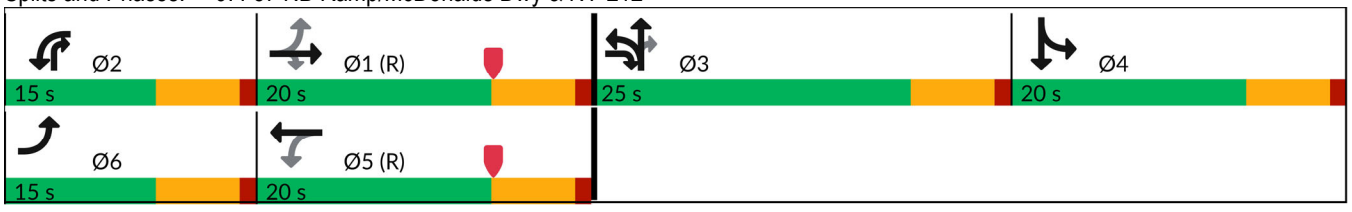


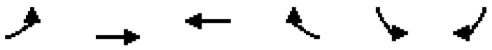
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	644	466	82	639	65	576	8	91	42	8	57
Future Volume (vph)	23	644	466	82	639	65	576	8	91	42	8	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850		0.868	
Flt Protected	0.950			0.950			0.950	0.954		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3465	0	1618	1627	1615	1805	1649	0
Flt Permitted	0.314			0.134			0.950	0.954		0.950		
Satd. Flow (perm)	597	1863	1482	255	3465	0	1618	1627	1615	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			485		12				123		59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	671	485	85	666	68	600	8	95	44	8	59
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	24	671	485	85	734	0	306	302	95	44	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0	15.0	20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%	18.8%	25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	33.1	28.9	54.2	38.0	34.7		18.2	18.2	26.0	6.6	6.6	
Actuated g/C Ratio	0.41	0.36	0.68	0.48	0.43		0.23	0.23	0.33	0.08	0.08	
v/c Ratio	0.07	1.00	0.42	0.34	0.49		0.83	0.82	0.16	0.30	0.35	
Control Delay (s/veh)	13.8	67.3	2.1	16.9	20.4		50.3	48.7	1.7	39.1	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.8	67.3	2.1	16.9	20.4		50.3	48.7	1.7	39.1	17.3	
LOS	B	E	A	B	C		D	D	A	D	B	
Approach Delay (s/veh)		39.4			20.0			43.0			25.9	
Approach LOS		D			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 34.1		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	777	779	0	3	8
Future Volume (vph)	0	777	779	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1845	5085	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1845	5085	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	863	866	0	3	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	863	866	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

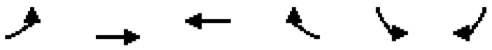
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	777	779	0	3	8
Future Vol, veh/h	0	777	779	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	863	866	0	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1729	433
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	863	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	114	492
Stage 1	0	-	-	0	303	-
Stage 2	0	-	-	0	405	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	114	492
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.58
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	259
HCM Lane V/C Ratio	-	-	0.047
HCM Control Delay (s/veh)	-	-	19.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	775	779	11	1	0
Future Volume (vph)	5	775	779	11	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	861	866	12	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	878	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

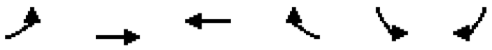
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	775	779	11	1	0
Future Vol, veh/h	5	775	779	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	861	866	12	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	878	0	-	0	1744	439
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	778	-	-	-	87	571
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	778	-	-	-	86	571
Mov Cap-2 Maneuver	-	-	-	-	86	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	47.35
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	-	-	86
HCM Lane V/C Ratio	0.007	-	-	-	0.013
HCM Control Delay (s/veh)	9.7	0	-	-	47.3
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	764	769	1	4	21
Future Volume (vph)	12	764	769	1	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	5033	3539	0	1670	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	5033	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		1.1	3.7		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	13	849	854	1	4	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	862	855	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

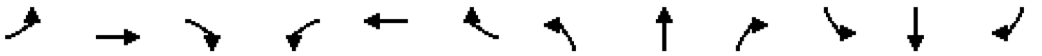
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	764	769	1	4	21
Future Vol, veh/h	12	764	769	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	13	849	854	1	4	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	856	0	-	0	1221	428
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	793	-	-	-	206	581
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	793	-	-	-	202	581
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	13.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	447
HCM Lane V/C Ratio	0.017	-	-	-	0.062
HCM Control Delay (s/veh)	9.6	0.2	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	511	251	64	567	1	201	0	49	3	0	2
Future Volume (vph)	7	511	251	64	567	1	201	0	49	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.995			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3553	0	0	1736	1553	0	1745	0
Flt Permitted	0.390				0.777			0.754			0.852	
Satd. Flow (perm)	741	1881	1568	0	2774	0	0	1378	1553	0	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	8	555	273	70	616	1	218	0	53	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	555	273	0	687	0	0	218	53	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	31.8	28.9	28.9		34.0			13.8	23.3		13.8	
Actuated g/C Ratio	0.53	0.48	0.48		0.57			0.23	0.39		0.23	
v/c Ratio	0.02	0.61	0.30		0.43			0.69	0.08		0.01	
Control Delay (s/veh)	7.6	20.5	3.5		9.3			32.0	3.2		0.0	
Queue Delay	0.0	0.0	0.0		0.5			0.0	0.0		0.0	
Total Delay (s/veh)	7.6	20.5	3.5		9.8			32.0	3.2		0.0	
LOS	A	C	A		A			C	A		A	
Approach Delay (s/veh)		14.8			9.8			26.3				
Approach LOS		B			A			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 14.6		Intersection LOS: B	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	561	2	16	629	3	12
Future Volume (vph)	561	2	16	629	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.890	
Flt Protected				0.999	0.991	
Satd. Flow (prot)	3574	0	0	3537	1562	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3574	0	0	3537	1562	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	603	2	17	676	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	605	0	0	693	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

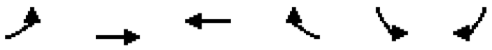
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	561	2	16	629	3	12
Future Vol, veh/h	561	2	16	629	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	603	2	17	676	3	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	605	0	977	303
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	982	-	252	673
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	982	-	246	673
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	500	-	-	89	-
HCM Lane V/C Ratio	0.032	-	-	0.018	-
HCM Control Delay (s/veh)	12.4	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

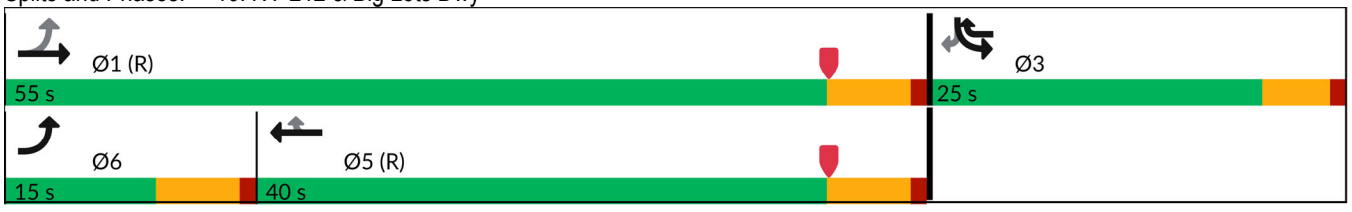


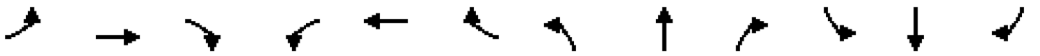
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	516	569	82	50	76
Future Volume (vph)	57	516	569	82	50	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.375				0.950	
Satd. Flow (perm)	712	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89		83
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	62	561	618	89	54	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	561	618	89	54	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.0	65.2	56.1	66.9	7.0	7.0
Actuated g/C Ratio	0.80	0.82	0.70	0.84	0.09	0.09
v/c Ratio	0.10	0.37	0.25	0.07	0.35	0.38
Control Delay (s/veh)	2.8	3.6	6.5	0.6	39.8	13.7
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.8	5.2	6.5	0.6	39.8	13.7
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.9	5.7		24.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	563	3	19	646	0	4	0	39	0	0	0
Future Volume (vph)	0	563	3	19	646	0	4	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.877				
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	612	3	21	702	0	4	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	615	0	21	702	0	0	46	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

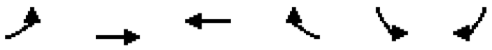
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	563	3	19	646	0	4	0	39	0	0	0
Future Vol, veh/h	0	563	3	19	646	0	4	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	612	3	21	702	0	4	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	702	0	0	615	0	0	1357	1357	614	1355	1359	702
Stage 1	-	-	-	-	-	-	614	614	-	743	743	-
Stage 2	-	-	-	-	-	-	743	743	-	612	615	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	905	-	-	974	-	-	127	150	496	128	150	441
Stage 1	-	-	-	-	-	-	483	486	-	410	425	-
Stage 2	-	-	-	-	-	-	410	425	-	484	485	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	905	-	-	974	-	-	125	147	496	114	147	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	147	-	114	147	-
Stage 1	-	-	-	-	-	-	483	486	-	401	416	-
Stage 2	-	-	-	-	-	-	401	416	-	442	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.25	15.54	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	905	-	-	974	-	-	-
HCM Lane V/C Ratio	0.12	-	-	-	0.021	-	-	-
HCM Control Delay (s/veh)	15.5	0	-	-	8.8	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

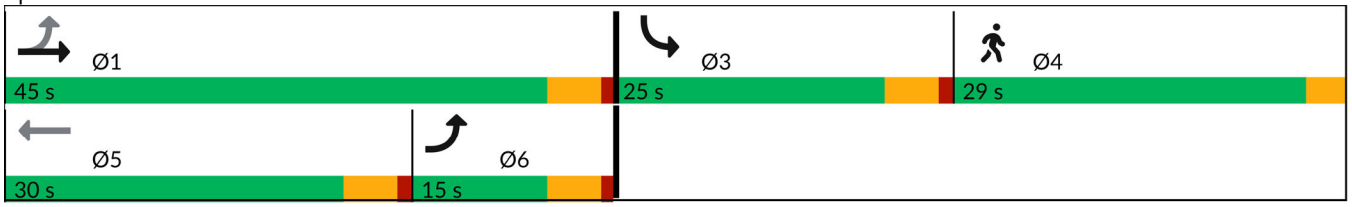


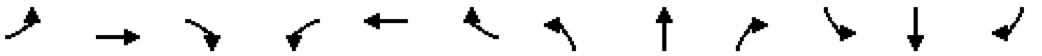
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	101	362	352	88	73	105	
Future Volume (vph)	101	362	352	88	73	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.920		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1787	1881	1849	0	1713	0	
Flt Permitted	0.392				0.980		
Satd. Flow (perm)	737	1881	1849	0	1713	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	107	385	374	94	78	112	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	107	385	468	0	190	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.2		11.0		
Actuated g/C Ratio	0.66	0.66	0.46		0.18		
v/c Ratio	0.17	0.31	0.55		0.61		
Control Delay (s/veh)	6.0	5.9	17.3		32.1		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	6.0	5.9	17.3		32.1		
LOS	A	A	B		C		
Approach Delay (s/veh)		5.9	17.3		32.1		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 61.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





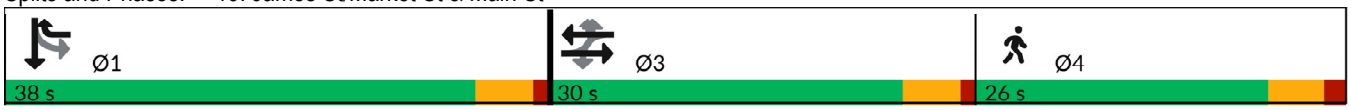
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	32	7	1	33	274	0	0	0	288	11	121
Future Volume (vph)	182	32	7	1	33	274	0	0	0	288	11	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.961	
Flt Protected		0.960			0.999						0.967	
Satd. Flow (prot)	0	1762	0	0	1844	1568	0	0	0	0	1754	0
Flt Permitted		0.740			0.992						0.967	
Satd. Flow (perm)	0	1358	0	0	1831	1568	0	0	0	0	1754	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	186	33	7	1	34	280	0	0	0	294	11	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	35	280	0	0	0	0	428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.0			15.0	45.0					19.6	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.50			0.06	0.18					0.56	
Control Delay (s/veh)		17.7			12.1	0.2					13.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.7			12.1	0.2					13.0	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.7			1.6						13.0	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 45			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

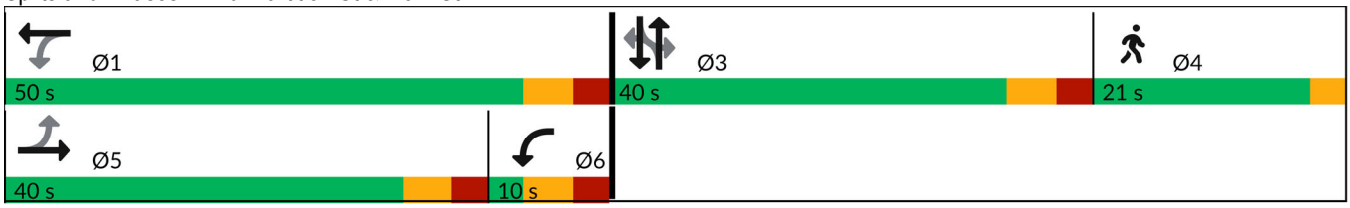
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	95	210	106	121	9	160	71	90	4	50	27
Future Volume (vph)	14	95	210	106	121	9	160	71	90	4	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911			0.995			0.962			0.954	
Flt Protected		0.998			0.978			0.976			0.998	
Satd. Flow (prot)	0	1722	0	0	1841	0	0	1761	0	0	1809	0
Flt Permitted		0.979			0.717			0.800			0.980	
Satd. Flow (perm)	0	1690	0	0	1349	0	0	1444	0	0	1776	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	97	214	108	123	9	163	72	92	4	51	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	0	0	240	0	0	327	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.8			17.8			20.5			20.5	
Actuated g/C Ratio		0.33			0.33			0.39			0.39	
v/c Ratio		0.58			0.53			0.59			0.12	
Control Delay (s/veh)		20.1			20.4			18.7			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.1			20.4			18.7			11.9	
LOS		C			C			B			B	
Approach Delay (s/veh)		20.1			20.4			18.7			11.9	
Approach LOS		C			C			B			B	

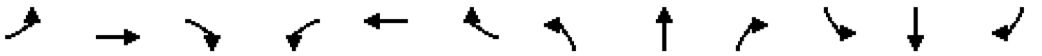
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 53.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

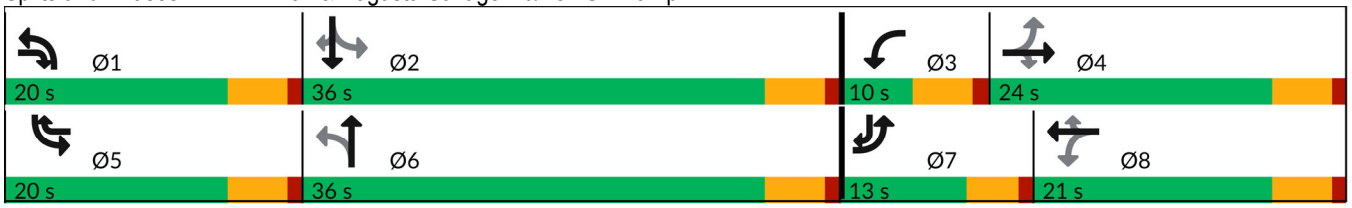


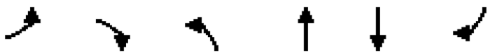
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	239	356	104	305	119	345	460	80	285	540	191
Future Volume (vph)	207	239	356	104	305	119	345	460	80	285	540	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1770	1900	1553	1805	3367	0	1752	1827	1615
Flt Permitted	0.189			0.527			0.124			0.379		
Satd. Flow (perm)	359	1900	1615	982	1900	1553	236	3367	0	699	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			127		24				103
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	220	254	379	111	324	127	367	489	85	303	574	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	254	379	111	324	127	367	574	0	303	574	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	5	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	9.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.5
Total Split (s)	13.0	24.0	20.0	10.0	21.0	20.0	20.0	36.0		20.0	36.0	13.0
Total Split (%)	14.4%	26.7%	22.2%	11.1%	23.3%	22.2%	22.2%	40.0%		22.2%	40.0%	14.4%
Maximum Green (s)	8.5	19.0	15.0	5.0	16.0	15.0	15.0	31.0		15.0	31.0	8.5
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	28.4	21.2	41.0	21.0	16.0	33.3	46.8	32.1		41.7	29.5	43.0
Actuated g/C Ratio	0.32	0.24	0.46	0.24	0.18	0.38	0.53	0.36		0.47	0.33	0.49
v/c Ratio	0.87	0.56	0.45	0.40	0.94	0.19	0.95	0.46		0.64	0.94	0.24
Control Delay (s/veh)	57.5	36.8	11.7	28.1	74.4	4.1	58.3	22.4		17.5	54.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	57.5	36.8	11.7	28.1	74.4	4.1	58.3	22.4		17.5	54.8	7.3
LOS	E	D	B	C	E	A	E	C		B	D	A
Approach Delay (s/veh)		31.0			49.4			36.4			35.4	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 36.9		Intersection LOS: D	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	781	1011	3
Future Volume (vph)	0	5	4	781	1011	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1243	
Travel Time (s)	7.8			9.5	15.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	805	1042	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	805	1045	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

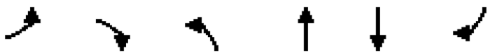
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	781	1011	3
Future Vol, veh/h	0	5	4	781	1011	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	805	1042	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1857	1044	1045	0	-	0
Stage 1	1044	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	82	281	673	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	81	281	673	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.06	0.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	673	-	281	-	-
HCM Lane V/C Ratio	0.006	-	0.018	-	-
HCM Control Delay (s/veh)	10.4	-	18.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

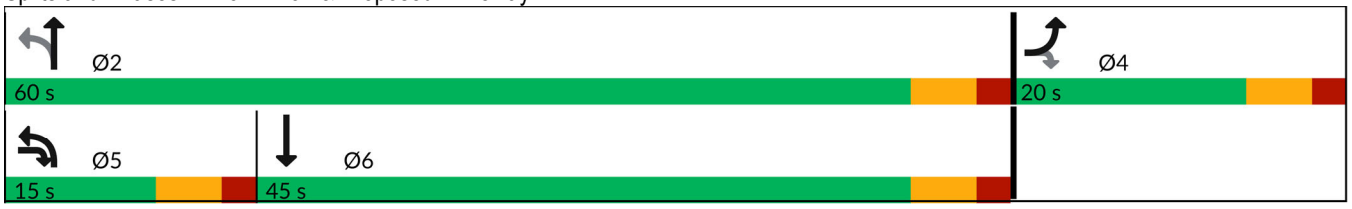


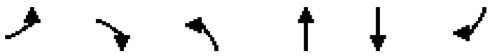
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	216	263	518	799	64
Future Volume (vph)	72	216	263	518	799	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1844	0
Flt Permitted	0.950		0.088			
Satd. Flow (perm)	1770	1583	164	1863	1844	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		103			7	
Link Speed (mph)	30			55	55	
Link Distance (ft)	536			1243	1377	
Travel Time (s)	12.2			15.4	17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	235	286	563	868	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	235	286	563	938	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	11.0	22.5	22.5	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.6	20.9	54.5	56.0	39.4	
Actuated g/C Ratio	0.12	0.29	0.75	0.77	0.54	
v/c Ratio	0.37	0.44	0.88	0.39	0.93	
Control Delay (s/veh)	35.6	13.9	47.4	5.1	35.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.6	13.9	47.4	5.1	35.4	
LOS	D	B	D	A	D	
Approach Delay (s/veh)	19.3			19.3	35.4	
Approach LOS	B			B	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 26.5		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	588	862	0
Future Volume (vph)	0	0	2	588	862	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1377	1997	
Travel Time (s)	14.8			17.1	24.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	613	898	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	615	898	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	588	862	0
Future Vol, veh/h	0	0	2	588	862	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	613	898	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1515	898	898	0	-	0
Stage 1	898	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	341	765	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	341	765	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.03	0
HCM LOS	A		

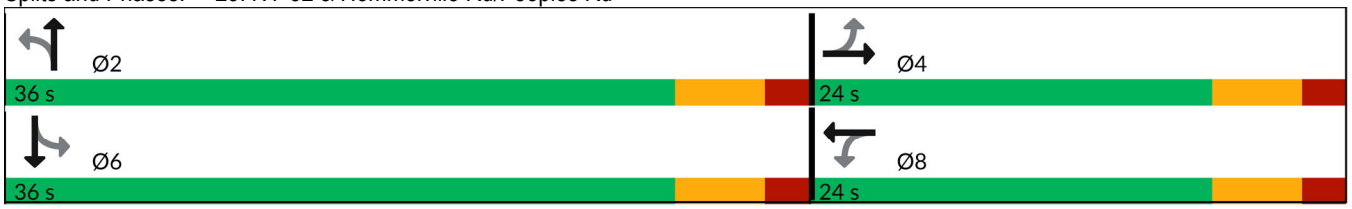
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	9.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	11	5	52	3	28	11	521	56	57	806	1
Future Volume (vph)	1	11	5	52	3	28	11	521	56	57	806	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.954			0.987				
Flt Protected		0.998			0.970			0.999			0.997	
Satd. Flow (prot)	0	1818	0	0	1674	0	0	1815	0	0	1839	0
Flt Permitted		0.974			0.798			0.978			0.923	
Satd. Flow (perm)	0	1775	0	0	1378	0	0	1777	0	0	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			33			13				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	13	6	60	3	33	13	606	65	66	937	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	96	0	0	684	0	0	1004	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		36.0	36.0		36.0	36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.7			7.8			33.9			33.9	
Actuated g/C Ratio		0.17			0.17			0.75			0.75	
v/c Ratio		0.07			0.36			0.51			0.78	
Control Delay (s/veh)		15.4			17.3			7.6			17.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.4			17.3			7.6			17.5	
LOS		B			B			A			B	
Approach Delay (s/veh)		15.4			17.3			7.6			17.5	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



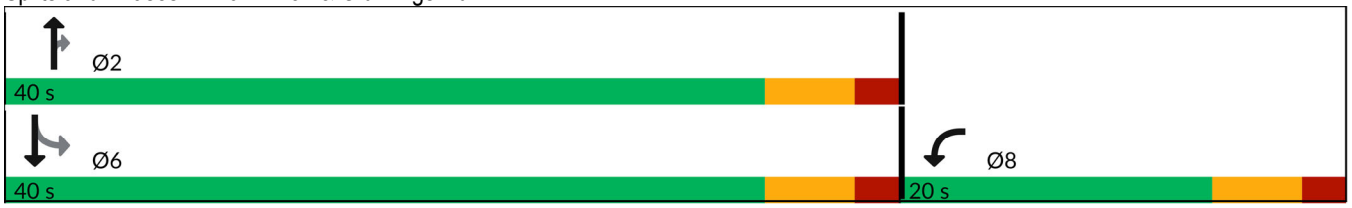


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	111	0	430	121	3	752
Future Volume (vph)	111	0	430	121	3	752
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1881	1568	0	1881
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	0	1881	1568	0	1877
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				126		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	116	0	448	126	3	783
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	448	126	0	786
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	9.5		26.4	26.4		26.4
Actuated g/C Ratio	0.23		0.64	0.64		0.64
v/c Ratio	0.29		0.37	0.12		0.66
Control Delay (s/veh)	19.9		7.1	1.6		11.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	19.9		7.1	1.6		11.1
LOS	B		A	A		B
Approach Delay (s/veh)	19.9		5.9			11.1
Approach LOS	B		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 41.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 9.8		Intersection LOS: A	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	38	2	428	0	35	754	0
Future Volume (vph)	0	0	1	0	1	38	2	428	0	35	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.998	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	41	2	460	0	38	811	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	42	0	0	462	0	0	849	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

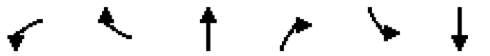
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	0	1	38	2	428	0	35	754	0
Future Vol, veh/h	0	0	1	0	1	38	2	428	0	35	754	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	41	2	460	0	38	811	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1351	1351	811	1351	1351	460	811	0	0	460	0	0
Stage 1	886	886	-	465	465	-	-	-	-	-	-	-
Stage 2	465	465	-	886	886	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	129	152	383	129	152	605	824	-	-	1096	-	-
Stage 1	342	365	-	582	567	-	-	-	-	-	-	-
Stage 2	581	567	-	342	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	142	383	120	142	605	824	-	-	1096	-	-
Mov Cap-2 Maneuver	111	142	-	120	142	-	-	-	-	-	-	-
Stage 1	321	343	-	580	565	-	-	-	-	-	-	-
Stage 2	539	565	-	320	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.43	11.97	0.04	0.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	383	558	80	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.075	0.034	-	-
HCM Control Delay (s/veh)	9.4	0	-	14.4	12	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	47	22	2	46
Future Volume (vph)	18	1	47	22	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.957			
Flt Protected	0.954					0.998
Satd. Flow (prot)	1802	0	1750	0	0	1809
Flt Permitted	0.954					0.998
Satd. Flow (perm)	1802	0	1750	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	21	1	54	25	2	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	79	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

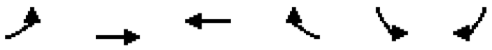
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	1	47	22	2	46
Future Vol, veh/h	18	1	47	22	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	21	1	54	25	2	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	67	0	0	79	0
Stage 1	67	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	876	1003	-	-	1532	-
Stage 1	961	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	874	1003	-	-	1532	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.19	0	0.31
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	75	-
HCM Lane V/C Ratio	-	-	0.025	0.002	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	425	418	3	4	4
Future Volume (vph)	3	425	418	3	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	1861	0	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		726	1308		827	
Travel Time (s)		14.1	25.5		18.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	462	454	3	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	465	457	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.8%		ICU Level of Service A	
Analysis Period (min) 15			

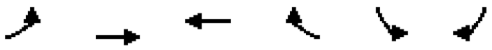
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	425	418	3	4	4
Future Vol, veh/h	3	425	418	3	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	462	454	3	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	924	456
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1103	-	-	-	299	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1103	-	-	-	298	604
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	14.23
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	13	-	-	-	399
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Control Delay (s/veh)	8.3	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	245	208	85	98	37
Future Volume (vph)	39	245	208	85	98	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1871	1792	0	1787	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1871	1792	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	40	253	214	88	101	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	293	302	0	101	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	245	208	85	98	37
Future Vol, veh/h	39	245	208	85	98	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	40	253	214	88	101	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	302	0	-	0	591	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1270	-	-	-	471	776
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1270	-	-	-	454	776
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.09	0	13.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	247	-	-	-	454	776
HCM Lane V/C Ratio	0.032	-	-	-	0.223	0.049
HCM Control Delay (s/veh)	7.9	0	-	-	15.2	9.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	357	14	22	326	18	21
Future Volume (vph)	357	14	22	326	18	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.928	
Flt Protected				0.997	0.977	
Satd. Flow (prot)	1862	0	0	1865	1585	0
Flt Permitted				0.997	0.977	
Satd. Flow (perm)	1862	0	0	1865	1585	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	372	15	23	340	19	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	0	0	363	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

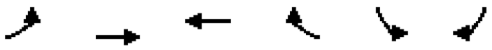
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	357	14	22	326	18	21
Future Vol, veh/h	357	14	22	326	18	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	372	15	23	340	19	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	386	0	765	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1130	-	366	648
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1130	-	357	648
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	13.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	-	-	114	-
HCM Lane V/C Ratio	0.086	-	-	0.02	-
HCM Control Delay (s/veh)	13.4	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

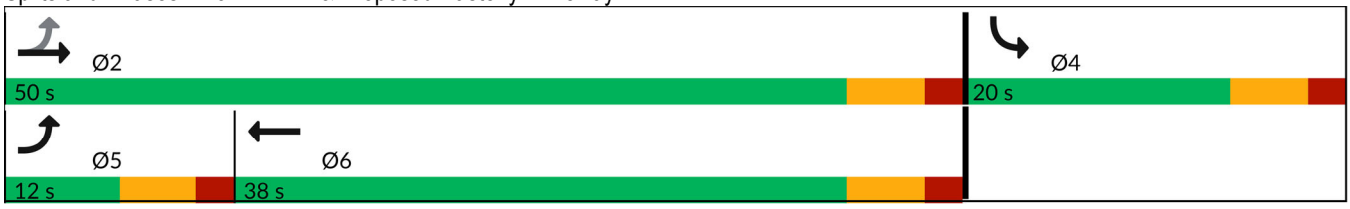


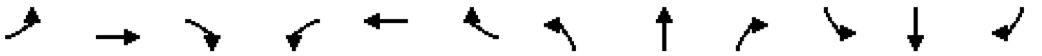
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	307	273	82	81	75
Future Volume (vph)	72	307	273	82	81	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969		0.935	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1770	1863	1805	0	1698	0
Flt Permitted	0.354				0.975	
Satd. Flow (perm)	659	1863	1805	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			28		60	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1135	1760		805	
Travel Time (s)		22.1	34.3		18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	334	297	89	88	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	334	386	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		4.0	
Minimum Split (s)	11.0	24.0	24.0		10.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	21.9	25.5	20.0		10.1	
Actuated g/C Ratio	0.53	0.62	0.49		0.25	
v/c Ratio	0.14	0.29	0.43		0.37	
Control Delay (s/veh)	5.9	6.7	13.6		15.3	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	5.9	6.7	13.6		15.3	
LOS	A	A	B		B	
Approach Delay (s/veh)		6.5	13.6		15.3	
Approach LOS		A	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 41.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 10.9		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Easterly Driveway



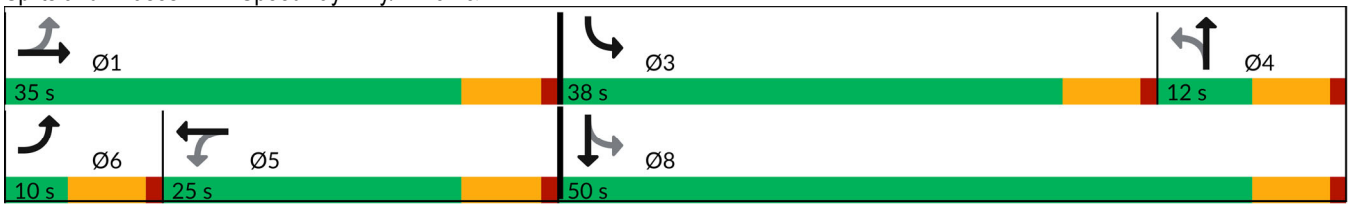


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	308	7	11	251	710	3	37	4	642	34	76
Future Volume (vph)	62	308	7	11	251	710	3	37	4	642	34	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988			0.897	
Flt Protected	0.950				0.998			0.997		0.950		
Satd. Flow (prot)	1626	1894	0	0	1861	1615	0	1781	0	1787	1659	0
Flt Permitted	0.325				0.974			0.965		0.474		
Satd. Flow (perm)	556	1894	0	0	1816	1615	0	1724	0	892	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				747		4			80	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1760			466			147			1087	
Travel Time (s)		34.3			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	65	324	7	12	264	747	3	39	4	676	36	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	331	0	0	276	747	0	46	0	676	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	35.0		25.0	25.0		12.0	12.0		38.0	50.0	
Total Split (%)	11.8%	41.2%		29.4%	29.4%		14.1%	14.1%		44.7%	58.8%	
Maximum Green (s)	4.0	29.0		19.0	19.0		6.0	6.0		32.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	20.9	20.9			16.2	66.7		6.8		32.1	30.1	
Actuated g/C Ratio	0.31	0.31			0.24	1.00		0.10		0.48	0.45	
v/c Ratio	0.26	0.56			0.63	0.46		0.26		0.86	0.15	
Control Delay (s/veh)	21.6	24.6			34.4	1.0		38.1		28.1	4.9	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	21.6	24.6			34.4	1.0		38.1		28.1	4.9	
LOS	C	C			C	A		D		C	A	
Approach Delay (s/veh)		24.1			10.0			38.1			24.7	
Approach LOS		C			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 66.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	995	2	12	989	1	19
Future Volume (vph)	995	2	12	989	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1036	2	13	1030	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1038	0	0	1043	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

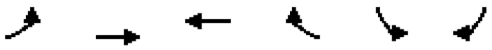
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	995	2	12	989	1	19
Future Vol, veh/h	995	2	12	989	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1036	2	13	1030	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1039	0	1578	1038
Stage 1	-	-	-	-	1038	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	677	-	112	283
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	554	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	677	-	109	283
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	19.92
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	262	-	-	43	-
HCM Lane V/C Ratio	0.079	-	-	0.018	-
HCM Control Delay (s/veh)	19.9	-	-	10.4	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1013	1001	6	1	0
Future Volume (vph)	0	1013	1001	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1066	1054	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1066	1060	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

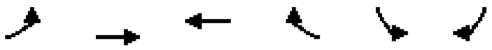
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1013	1001	6	1	0
Future Vol, veh/h	0	1013	1001	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1066	1054	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1060	0	-	0	2123	530
Stage 1	-	-	-	-	1057	-
Stage 2	-	-	-	-	1066	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	665	-	-	-	50	499
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	334	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	665	-	-	-	50	499
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	334	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	79.15
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	665	-	-	-	50
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s/veh)	0	-	-	-	79.2
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		Y	
Traffic Volume (vph)	0	1013	957	0	12	50
Future Volume (vph)	0	1013	957	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1078	1018	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1078	1018	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

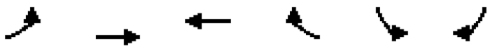
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1013	957	0	12	50
Future Vol, veh/h	0	1013	957	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1078	1018	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1449	509
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	152	515
Stage 1	0	-	-	0	307	-
Stage 2	0	-	-	0	594	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	152	515
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	594	-

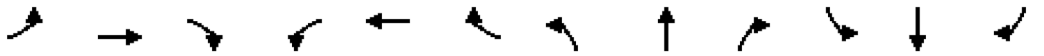
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.57
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	352
HCM Lane V/C Ratio	-	-	0.187
HCM Control Delay (s/veh)	-	-	17.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1025	957	32	0	0
Future Volume (vph)	0	1025	957	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5136	3558	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3558	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1090	1018	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1090	1052	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

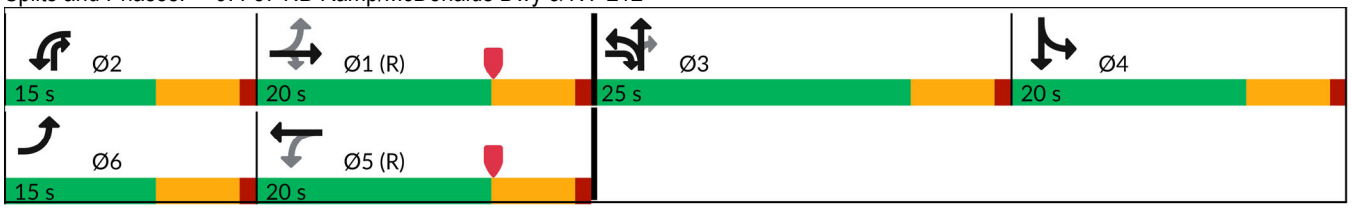


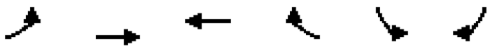
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	602	363	64	543	54	391	13	74	51	6	56
Future Volume (vph)	60	602	363	64	543	54	391	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850		0.864	
Flt Protected	0.950			0.950			0.950	0.955		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3527	0	1698	1708	1615	1805	1642	0
Flt Permitted	0.346			0.137			0.950	0.955		0.950		
Satd. Flow (perm)	657	1881	1615	260	3527	0	1698	1708	1615	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			374		11				123		58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	621	374	66	560	56	403	13	76	53	6	58
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	62	621	374	66	616	0	210	206	76	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0	15.0	20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%	18.8%	25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	36.7	31.5	54.4	36.8	31.5		15.7	15.7	23.1	6.9	6.9	
Actuated g/C Ratio	0.46	0.39	0.68	0.46	0.39		0.20	0.20	0.29	0.09	0.09	
v/c Ratio	0.16	0.84	0.31	0.28	0.44		0.63	0.61	0.14	0.34	0.33	
Control Delay (s/veh)	14.1	41.0	1.7	16.2	22.4		37.7	37.0	1.2	39.7	16.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.1	41.0	1.7	16.2	22.4		37.7	37.0	1.2	39.7	16.1	
LOS	B	D	A	B	C		D	D	A	D	B	
Approach Delay (s/veh)		25.5			21.8			31.7			26.8	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 25.8		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	728	658	0	4	3
Future Volume (vph)	0	728	658	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	751	678	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	751	678	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

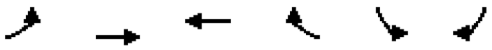
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	728	658	0	4	3
Future Vol, veh/h	0	728	658	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	751	678	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1429	339
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	751	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	169	565
Stage 1	0	-	-	0	393	-
Stage 2	0	-	-	0	457	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	169	565
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.35
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	242
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s/veh)	-	-	20.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	728	658	4	0	0
Future Volume (vph)	4	728	658	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	751	678	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	755	682	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

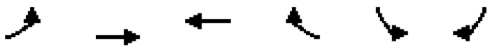
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	728	658	4	0	0
Future Vol, veh/h	4	728	658	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	751	678	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	682	0	-	0	1439	341
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	920	-	-	-	137	661
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	920	-	-	-	136	661
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	8.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	717	647	10	1	16
Future Volume (vph)	11	717	647	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	755	681	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	767	692	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

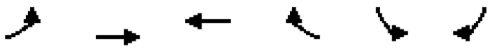
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	717	647	10	1	16
Future Vol, veh/h	11	717	647	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	755	681	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1011	346
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	325	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	913	-	-	-	272	656
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	913	-	-	-	268	656
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	11.13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	82	-	-	-	605
HCM Lane V/C Ratio	0.013	-	-	-	0.03
HCM Control Delay (s/veh)	9	0.1	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	718	648	0	0	9
Future Volume (vph)	0	718	648	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	780	704	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	780	704	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			

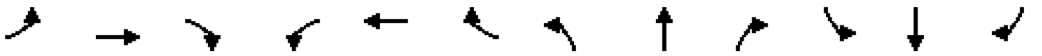
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	718	648	0	0	9
Future Vol, veh/h	0	718	648	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	780	704	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	352
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	650
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.62
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	650
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	471	235	47	454	6	192	1	46	3	1	2
Future Volume (vph)	12	471	235	47	454	6	192	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.446				0.865			0.724			0.871	
Satd. Flow (perm)	847	1881	1615	0	3089	0	0	1349	1615	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255		2				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	512	255	51	493	7	209	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	512	255	0	551	0	0	210	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	32.0	29.0	29.0		34.1			13.6	23.2		13.6	
Actuated g/C Ratio	0.53	0.48	0.48		0.57			0.23	0.39		0.23	
v/c Ratio	0.02	0.56	0.28		0.31			0.69	0.08		0.02	
Control Delay (s/veh)	7.4	19.0	3.4		8.2			32.1	3.1		13.2	
Queue Delay	0.0	0.0	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	19.0	3.4		8.5			32.1	3.1		13.2	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		13.7			8.5			26.6			13.2	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	515	6	17	503	3	14
Future Volume (vph)	515	6	17	503	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	572	7	19	559	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	579	0	0	578	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

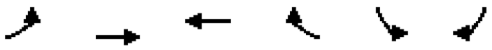
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	515	6	17	503	3	14
Future Vol, veh/h	515	6	17	503	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	572	7	19	559	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	579	0	893	289
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1005	-	285	713
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	279	713
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	-	-	118	-
HCM Lane V/C Ratio	0.034	-	-	0.019	-
HCM Control Delay (s/veh)	11.7	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

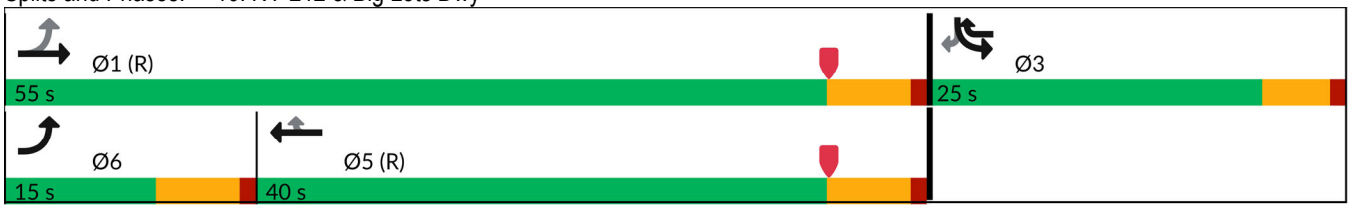


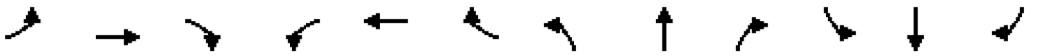
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	447	427	77	48	92
Future Volume (vph)	82	447	427	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.436				0.950	
Satd. Flow (perm)	828	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	486	464	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	486	464	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	55.9	66.6	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.12	0.32	0.19	0.06	0.34	0.43
Control Delay (s/veh)	2.7	3.3	6.2	0.6	39.6	13.9
Queue Delay	0.0	1.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.6	6.2	0.6	39.6	13.9
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.3	5.3		22.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	492	2	17	497	0	4	0	37	2	0	1
Future Volume (vph)	1	492	2	17	497	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	523	2	18	529	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	18	529	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

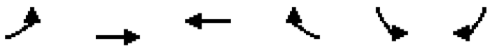
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	492	2	17	497	0	4	0	37	2	0	1
Future Vol, veh/h	1	492	2	17	497	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	523	2	18	529	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	529	0	0	526	0	0	1091	1091	524	1090	1093	529
Stage 1	-	-	-	-	-	-	527	527	-	565	565	-
Stage 2	-	-	-	-	-	-	565	565	-	526	528	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1049	-	-	1052	-	-	194	216	551	194	216	554
Stage 1	-	-	-	-	-	-	538	532	-	513	511	-
Stage 2	-	-	-	-	-	-	513	511	-	539	531	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1049	-	-	1052	-	-	190	212	551	177	212	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	212	-	177	212	-
Stage 1	-	-	-	-	-	-	538	531	-	504	502	-
Stage 2	-	-	-	-	-	-	503	502	-	500	530	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.28	13.55	20.95
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	465	4	-	-	1052	-	-	229
HCM Lane V/C Ratio	0.094	0.001	-	-	0.017	-	-	0.014
HCM Control Delay (s/veh)	13.5	8.4	0	-	8.5	-	-	20.9
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

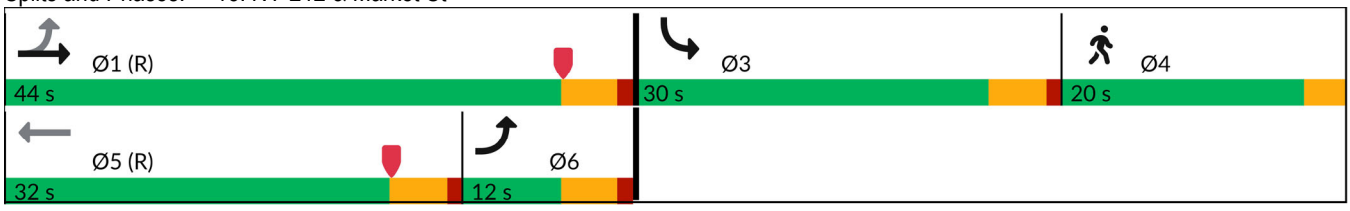


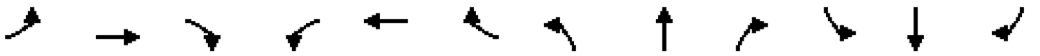
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	65	333	357	50	57	65	
Future Volume (vph)	65	333	357	50	57	65	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.983		0.928		
Flt Protected	0.950				0.977		
Satd. Flow (prot)	1805	1881	1851	0	1723	0	
Flt Permitted	0.454				0.977		
Satd. Flow (perm)	863	1881	1851	0	1723	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	73	374	401	56	64	73	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	73	374	457	0	137	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.1	72.1	62.5		11.9		
Actuated g/C Ratio	0.77	0.77	0.66		0.13		
v/c Ratio	0.10	0.26	0.37		0.63		
Control Delay (s/veh)	3.8	4.1	9.4		51.4		
Queue Delay	0.0	0.0	0.8		0.0		
Total Delay (s/veh)	3.8	4.1	10.2		51.4		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.1	10.2		51.4		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





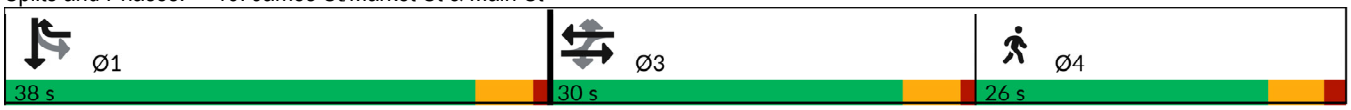
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	249	0	0	0	250	6	116
Future Volume (vph)	152	41	3	7	33	249	0	0	0	250	6	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.958	
Flt Protected		0.963			0.991						0.968	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1750	0
Flt Permitted		0.744			0.941						0.968	
Satd. Flow (perm)	0	1400	0	0	1788	1599	0	0	0	0	1750	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	283	0	0	0	284	7	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	283	0	0	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.7			14.7	44.5					19.5	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.48			0.08	0.18					0.55	
Control Delay (s/veh)		17.2			12.2	0.2					12.7	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.2			12.2	0.2					12.7	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.2			1.9						12.7	
Approach LOS		B			A						B	

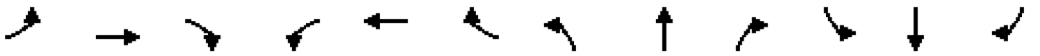
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



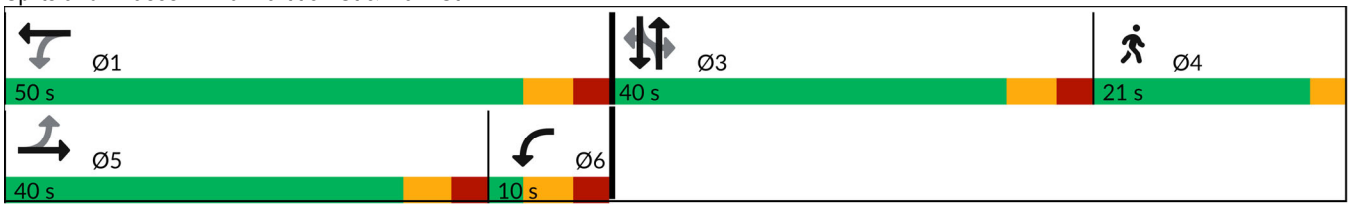
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	180	93	118	1	157	29	84	1	48	16
Future Volume (vph)	11	100	180	93	118	1	157	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.999			0.958			0.967	
Flt Protected		0.998			0.978			0.972			0.999	
Satd. Flow (prot)	0	1722	0	0	1838	0	0	1769	0	0	1835	0
Flt Permitted		0.981			0.721			0.779			0.995	
Satd. Flow (perm)	0	1693	0	0	1355	0	0	1418	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	205	106	134	1	178	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	332	0	0	241	0	0	306	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.7			17.7			19.5			19.5	
Actuated g/C Ratio		0.34			0.34			0.37			0.37	
v/c Ratio		0.58			0.52			0.58			0.11	
Control Delay (s/veh)		19.6			19.5			18.8			12.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.6			19.5			18.8			12.1	
LOS		B			B			B			B	
Approach Delay (s/veh)		19.6			19.5			18.8			12.1	
Approach LOS		B			B			B			B	

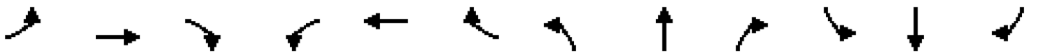
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

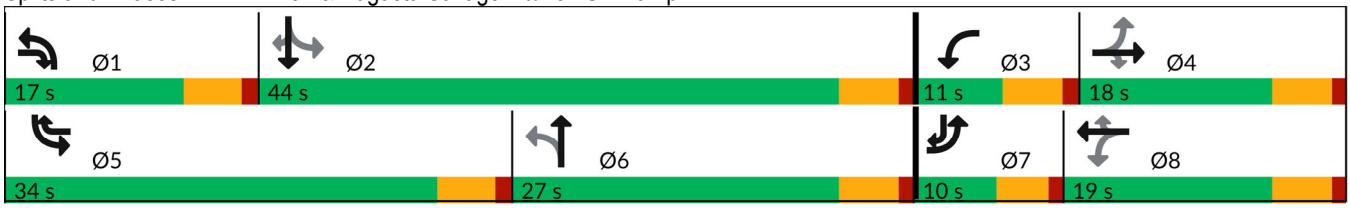


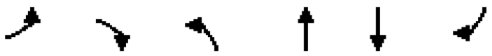
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	161	226	135	201	74	208	444	158	559	393	149
Future Volume (vph)	159	161	226	135	201	74	208	444	158	559	393	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1787	1900	1468	1805	3419	0	1805	1881	1615
Flt Permitted	0.402			0.433			0.509			0.169		
Satd. Flow (perm)	764	1900	1615	815	1900	1468	967	3419	0	321	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251			82		53				166
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	177	179	251	150	223	82	231	493	176	621	437	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	179	251	150	223	82	231	669	0	621	437	166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	5	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	9.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.5
Total Split (s)	10.0	18.0	17.0	11.0	19.0	34.0	17.0	27.0		34.0	44.0	10.0
Total Split (%)	11.1%	20.0%	18.9%	12.2%	21.1%	37.8%	18.9%	30.0%		37.8%	48.9%	11.1%
Maximum Green (s)	5.5	13.0	12.0	6.0	14.0	29.0	12.0	22.0		29.0	39.0	5.5
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	17.6	11.5	25.8	18.6	12.5	45.6	27.9	18.7		51.8	37.5	48.1
Actuated g/C Ratio	0.21	0.14	0.31	0.22	0.15	0.54	0.33	0.22		0.61	0.44	0.57
v/c Ratio	0.78	0.69	0.38	0.60	0.79	0.10	0.56	0.84		0.90	0.52	0.17
Control Delay (s/veh)	53.2	50.6	4.8	38.3	56.9	2.9	17.3	39.6		38.1	20.3	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	53.2	50.6	4.8	38.3	56.9	2.9	17.3	39.6		38.1	20.3	2.1
LOS	D	D	A	D	E	A	B	D		D	C	A
Approach Delay (s/veh)		32.4			41.0			33.9			26.8	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 31.9		Intersection LOS: C	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	674	1093	1
Future Volume (vph)	0	6	4	674	1093	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1071	
Travel Time (s)	7.8			9.5	13.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	775	1256	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	775	1257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

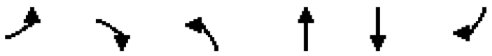
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	674	1093	1
Future Vol, veh/h	0	6	4	674	1093	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	775	1256	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2041	1257	1257	0	-	0
Stage 1	1257	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	63	211	560	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	211	560	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.64	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	560	-	211	-	-
HCM Lane V/C Ratio	0.008	-	0.033	-	-
HCM Control Delay (s/veh)	11.5	-	22.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

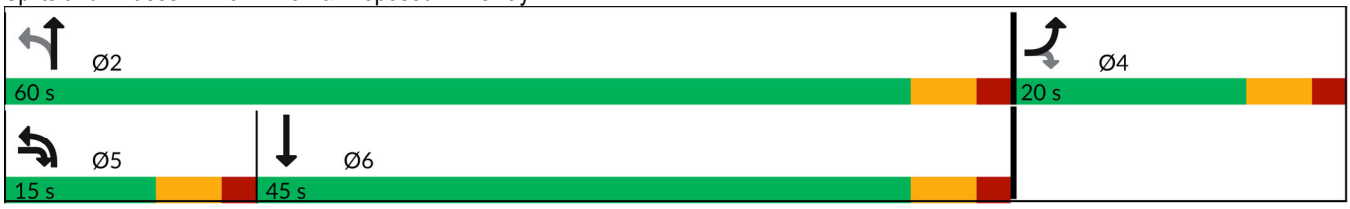


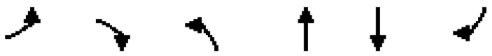
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	74	196	201	472	900	53
Future Volume (vph)	74	196	201	472	900	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1848	0
Flt Permitted	0.950		0.088			
Satd. Flow (perm)	1770	1583	164	1863	1848	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		75			5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	648			1071	1549	
Travel Time (s)	14.7			13.3	19.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	213	218	513	978	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	213	218	513	1036	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	11.0	22.5	22.5	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.6	21.0	54.5	55.9	39.3	
Actuated g/C Ratio	0.12	0.29	0.75	0.77	0.54	
v/c Ratio	0.38	0.42	0.67	0.36	1.03	
Control Delay (s/veh)	35.7	15.2	25.0	4.8	57.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.7	15.2	25.0	4.8	57.3	
LOS	D	B	C	A	E	
Approach Delay (s/veh)	20.8			10.8	57.3	
Approach LOS	C			B	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 35.6		Intersection LOS: D	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	541	949	3
Future Volume (vph)	1	4	6	541	949	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1857	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1857	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1549	1997	
Travel Time (s)	14.8			19.2	24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	615	1078	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	622	1081	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	541	949	3
Future Vol, veh/h	1	4	6	541	949	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	615	1078	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1709	1080	1082	0	-	0
Stage 1	1080	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	101	267	582	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	267	582	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.54	0.12	0
HCM LOS	C		

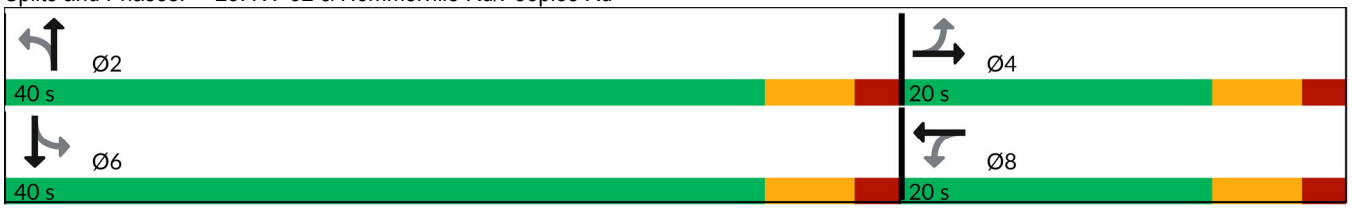
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	200	-	-
HCM Lane V/C Ratio	0.012	-	0.028	-	-
HCM Control Delay (s/veh)	11.3	0	23.5	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	39	3	26	10	493	39	36	904	1
Future Volume (vph)	0	3	9	39	3	26	10	493	39	36	904	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.947			0.990				
Flt Protected					0.972			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1749	0	0	1846	0	0	1896	0
Flt Permitted					0.816			0.979			0.964	
Satd. Flow (perm)	0	1702	0	0	1468	0	0	1809	0	0	1832	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			30			11				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	44	3	30	11	560	44	41	1027	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	77	0	0	615	0	0	1069	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.3			7.3			37.8			37.8	
Actuated g/C Ratio		0.15			0.15			0.77			0.77	
v/c Ratio		0.05			0.31			0.44			0.75	
Control Delay (s/veh)		13.4			17.6			6.0			14.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.4			17.6			6.0			14.2	
LOS		B			B			A			B	
Approach Delay (s/veh)		13.4			17.6			6.0			14.2	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 48.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



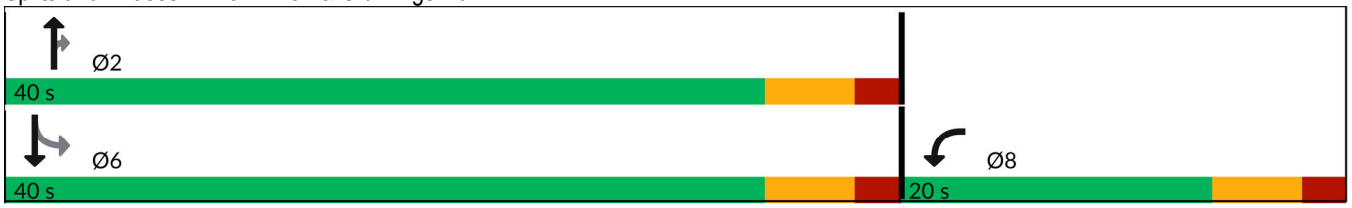


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	110	0	413	105	0	831
Future Volume (vph)	110	0	413	105	0	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1881	1524	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1881	1524	0	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				119		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	125	0	469	119	0	944
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	469	119	0	944
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	9.7		32.1	32.1		32.1
Actuated g/C Ratio	0.20		0.68	0.68		0.68
v/c Ratio	0.35		0.37	0.11		0.74
Control Delay (s/veh)	22.9		6.8	1.6		14.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	22.9		6.8	1.6		14.0
LOS	C		A	A		B
Approach Delay (s/veh)	22.9		5.8			14.0
Approach LOS	C		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 47.5			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 11.8		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	409	2	47	831	0
Future Volume (vph)	0	0	0	0	1	34	2	409	2	47	831	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	454	2	52	923	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	458	0	0	975	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

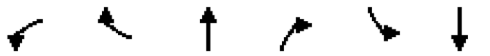
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	409	2	47	831	0
Future Vol, veh/h	0	0	0	0	1	34	2	409	2	47	831	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	454	2	52	923	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1487	1489	923	1488	1488	456	923	0	0	457	0	0
Stage 1	1028	1028	-	460	460	-	-	-	-	-	-	-
Stage 2	459	461	-	1028	1028	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	104	125	330	103	125	609	748	-	-	1104	-	-
Stage 1	285	314	-	585	569	-	-	-	-	-	-	-
Stage 2	585	569	-	285	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	113	330	93	113	609	748	-	-	1104	-	-
Mov Cap-2 Maneuver	87	113	-	93	113	-	-	-	-	-	-	-
Stage 1	257	284	-	583	567	-	-	-	-	-	-	-
Stage 2	546	566	-	257	284	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.17	0.05	0.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	-	541	96	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.072	0.047	-	-
HCM Control Delay (s/veh)	9.8	0	-	0	12.2	8.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	2	31	18	3	37
Future Volume (vph)	16	2	31	18	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986		0.951			
Flt Protected	0.957					0.996
Satd. Flow (prot)	1793	0	1807	0	0	1892
Flt Permitted	0.957					0.996
Satd. Flow (perm)	1793	0	1807	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	17	2	33	19	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	52	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

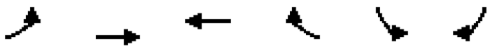
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	2	31	18	3	37
Future Vol, veh/h	16	2	31	18	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	2	33	19	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	88	43	0	0	52	0
Stage 1	43	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	917	1034	-	-	1567	-
Stage 1	985	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	916	1034	-	-	1567	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.96	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	135	-
HCM Lane V/C Ratio	-	-	0.021	0.002	-
HCM Control Delay (s/veh)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	374	344	4	4	4
Future Volume (vph)	4	374	344	4	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	1861	0	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1861	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		849	1135		591	
Travel Time (s)		16.5	22.1		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	407	374	4	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	411	378	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

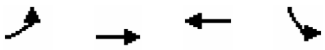
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	374	344	4	4	4
Future Vol, veh/h	4	374	344	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	407	374	4	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	791	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1180	-	-	-	358	670
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	357	670
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	12.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	19	-	-	-	466
HCM Lane V/C Ratio	0.004	-	-	-	0.019
HCM Control Delay (s/veh)	8.1	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	75	322	393	152
v/c Ratio	0.13	0.31	0.50	0.30
Control Delay (s/veh)	5.4	6.4	14.2	13.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	6.4	14.2	13.3
Queue Length 50th (ft)	7	37	84	19
Queue Length 95th (ft)	24	86	172	69
Internal Link Dist (ft)		1372	1667	445
Turn Bay Length (ft)	150			
Base Capacity (vph)	587	1691	1405	806
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.19	0.28	0.19

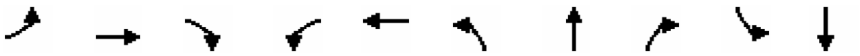
Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	95	320	323	600	36	611	121
v/c Ratio	0.37	0.53	0.73	0.40	0.25	0.88	0.17
Control Delay (s/veh)	21.8	23.0	38.6	0.8	40.9	33.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	23.0	38.6	0.8	40.9	33.9	5.2
Queue Length 50th (ft)	33	129	157	0	18	248	8
Queue Length 95th (ft)	65	207	#271	0	48	#421	36
Internal Link Dist (ft)		1667	386		67		1007
Turn Bay Length (ft)	195						
Base Capacity (vph)	252	831	589	1468	145	821	959
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.39	0.55	0.41	0.25	0.74	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	722	300	112	649	169	170	69	47	43
v/c Ratio	0.06	0.87	0.26	0.46	0.37	0.64	0.64	0.16	0.38	0.32
Control Delay (s/veh)	12.1	40.9	1.4	17.2	19.1	51.0	51.1	2.4	54.8	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	40.9	1.4	17.2	19.3	51.0	51.1	2.4	54.8	32.2
Queue Length 50th (ft)	8	443	0	34	183	111	112	0	31	12
Queue Length 95th (ft)	23	#738	23	m64	243	163	164	10	63	43
Internal Link Dist (ft)		46			6		472			27
Turn Bay Length (ft)								215		
Base Capacity (vph)	487	828	1188	264	1741	359	360	444	233	228
Starvation Cap Reductn	0	0	0	0	371	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.87	0.25	0.42	0.47	0.47	0.47	0.16	0.20	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

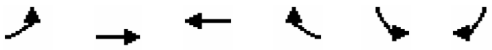


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR
Lane Group Flow (vph)	3	382	353	503	255	21
v/c Ratio	0.00	0.35	0.34	0.27	0.86	0.04
Control Delay (s/veh)	7.3	7.2	1.4	6.7	65.5	5.1
Queue Delay	0.0	0.5	0.4	0.2	0.0	0.0
Total Delay (s/veh)	7.3	7.8	1.8	7.0	65.5	5.1
Queue Length 50th (ft)	0	29	0	70	162	0
Queue Length 95th (ft)	m1	m90	m15	105	#270	12
Internal Link Dist (ft)		109		75	235	
Turn Bay Length (ft)						115
Base Capacity (vph)	655	1083	1023	1846	351	512
Starvation Cap Reductn	0	358	292	703	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.53	0.48	0.44	0.73	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

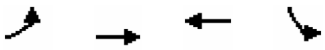
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	17	433	549	8	3	14
v/c Ratio	0.02	0.28	0.19	0.00	0.04	0.14
Control Delay (s/veh)	1.6	1.7	2.6	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.6	1.9	2.6	0.7	48.3	25.8
Queue Length 50th (ft)	1	34	24	0	2	0
Queue Length 95th (ft)	m4	54	68	2	11	19
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	772	1536	2863	1380	323	395
Starvation Cap Reductn	0	482	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.41	0.19	0.01	0.01	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	103	238	416	141
v/c Ratio	0.14	0.19	0.44	0.54
Control Delay (s/veh)	5.1	4.6	15.0	31.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.1	4.6	15.0	31.1
Queue Length 50th (ft)	10	26	108	47
Queue Length 95th (ft)	28	58	193	90
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	703	1246	941	541
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.44	0.26

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	251	32	283	379
v/c Ratio	0.53	0.05	0.19	0.58
Control Delay (s/veh)	17.8	11.4	0.3	15.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	11.4	0.3	15.1
Queue Length 50th (ft)	49	5	0	68
Queue Length 95th (ft)	103	18	0	129
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	738	989	1396	1181
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.03	0.20	0.32

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	299	258	321	61
v/c Ratio	0.59	0.58	0.60	0.08
Control Delay (s/veh)	21.8	22.2	19.3	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	22.2	19.3	11.4
Queue Length 50th (ft)	74	64	77	12
Queue Length 95th (ft)	131	117	128	28
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	980	1085	857	1145
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.24	0.37	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	145	131	167	118	174	65	128	557	227	408	140
v/c Ratio	0.32	0.50	0.21	0.29	0.75	0.09	0.43	0.73	0.60	0.72	0.16
Control Delay (s/veh)	17.2	32.2	3.8	17.5	46.8	2.6	20.0	29.2	20.0	29.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	32.2	3.8	17.5	46.8	2.6	20.0	29.2	20.0	29.7	2.9
Queue Length 50th (ft)	39	50	0	32	69	0	30	105	57	149	0
Queue Length 95th (ft)	88	116	37	76	154	16	73	184	124	284	29
Internal Link Dist (ft)		72			214			1007		685	
Turn Bay Length (ft)						410	145		350		
Base Capacity (vph)	451	375	761	404	386	710	294	1248	425	904	846
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.35	0.22	0.29	0.45	0.09	0.44	0.45	0.53	0.45	0.17

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	18	88	126	535	760
v/c Ratio	0.06	0.20	0.23	0.30	0.65
Control Delay (s/veh)	24.9	6.3	2.4	1.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	6.3	2.4	1.6	12.7
Queue Length 50th (ft)	4	0	0	0	134
Queue Length 95th (ft)	26	29	25	111	403
Internal Link Dist (ft)	820			1467	993
Turn Bay Length (ft)			150		
Base Capacity (vph)	642	492	583	1764	1551
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.18	0.22	0.30	0.49

Intersection Summary



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	28	89	540	765
v/c Ratio	0.07	0.26	0.44	0.62
Control Delay (s/veh)	13.5	16.6	6.5	10.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	16.6	6.5	10.7
Queue Length 50th (ft)	3	16	74	141
Queue Length 95th (ft)	21	51	172	#404
Internal Link Dist (ft)	351	339	1917	1802
Turn Bay Length (ft)				
Base Capacity (vph)	753	634	1244	1241
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.14	0.43	0.62

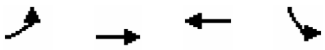
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBT	NBR	SBT
Lane Group Flow (vph)	169	393	116	614
v/c Ratio	0.37	0.37	0.13	0.57
Control Delay (s/veh)	18.6	8.1	2.0	10.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.6	8.1	2.0	10.6
Queue Length 50th (ft)	33	54	0	100
Queue Length 95th (ft)	100	120	17	218
Internal Link Dist (ft)	450	1274		1353
Turn Bay Length (ft)			150	
Base Capacity (vph)	771	1459	1164	1487
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.27	0.10	0.41

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	102	391	532	212
v/c Ratio	0.20	0.30	0.55	0.49
Control Delay (s/veh)	6.1	6.3	16.0	21.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.1	6.3	16.0	21.2
Queue Length 50th (ft)	12	57	140	46
Queue Length 95th (ft)	31	112	257	123
Internal Link Dist (ft)		1332	1580	996
Turn Bay Length (ft)	150			
Base Capacity (vph)	498	1493	1162	668
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.26	0.46	0.32

Intersection Summary

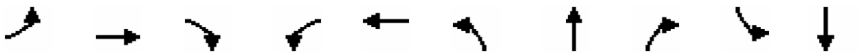


Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	108	393	384	897	39	751	191
v/c Ratio	0.59	0.61	0.85	0.57	0.31	0.97	0.25
Control Delay (s/veh)	33.9	25.7	48.9	1.5	39.5	48.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.9	25.7	48.9	1.5	39.5	48.0	4.6
Queue Length 50th (ft)	39	167	197	0	17	~353	12
Queue Length 95th (ft)	#86	259	#355	0	48	#562	46
Internal Link Dist (ft)		1580	386		67		1007
Turn Bay Length (ft)	195						
Base Capacity (vph)	183	758	502	1553	122	773	972
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.52	0.76	0.58	0.32	0.97	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	691	442	91	919	251	257	102	39	28
v/c Ratio	0.04	0.85	0.36	0.42	0.51	0.74	0.76	0.19	0.33	0.21
Control Delay (s/veh)	12.9	40.6	1.5	16.8	19.7	53.0	54.1	4.0	53.6	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	40.6	1.5	16.8	20.1	53.0	54.1	4.0	53.6	34.0
Queue Length 50th (ft)	5	438	0	27	258	163	167	0	26	10
Queue Length 95th (ft)	15	#731	32	m43	m363	256	262	25	58	37
Internal Link Dist (ft)		46			6		472			27
Turn Bay Length (ft)								215		
Base Capacity (vph)	371	810	1229	239	1778	373	374	550	240	246
Starvation Cap Reductn	0	0	0	0	350	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.85	0.36	0.38	0.64	0.67	0.69	0.19	0.16	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

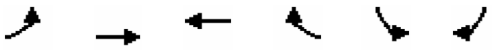


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	5	541	246	684	336	70	10
v/c Ratio	0.01	0.54	0.26	0.40	0.94	0.11	0.02
Control Delay (s/veh)	7.6	10.0	1.5	7.4	73.2	5.8	26.0
Queue Delay	0.0	0.6	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.6	10.7	1.5	7.7	73.2	5.8	26.0
Queue Length 50th (ft)	1	86	0	108	217	0	4
Queue Length 95th (ft)	m2	m136	m8	45	#387	29	17
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	544	997	944	1682	372	685	440
Starvation Cap Reductn	0	186	0	413	0	0	0
Spillback Cap Reductn	0	0	0	104	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.67	0.26	0.54	0.90	0.10	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

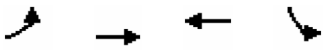
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	68	557	594	107	74	104
v/c Ratio	0.10	0.37	0.23	0.07	0.49	0.46
Control Delay (s/veh)	2.5	2.8	5.8	0.4	56.5	15.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.1	5.8	0.4	56.5	15.5
Queue Length 50th (ft)	6	51	65	0	48	0
Queue Length 95th (ft)	m14	85	104	7	92	49
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	720	1484	2489	1580	429	456
Starvation Cap Reductn	0	419	0	0	0	0
Spillback Cap Reductn	0	0	17	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.52	0.24	0.07	0.17	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	134	373	519	193
v/c Ratio	0.23	0.28	0.49	0.71
Control Delay (s/veh)	6.4	5.5	13.5	51.6
Queue Delay	0.0	0.0	1.6	0.0
Total Delay (s/veh)	6.4	5.5	15.1	51.6
Queue Length 50th (ft)	20	64	162	110
Queue Length 95th (ft)	47	127	288	170
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	578	1332	1052	435
Starvation Cap Reductn	0	0	347	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.28	0.74	0.44

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	277	50	310	495
v/c Ratio	0.60	0.08	0.20	0.64
Control Delay (s/veh)	21.9	13.5	0.3	16.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.9	13.5	0.3	16.1
Queue Length 50th (ft)	71	10	0	111
Queue Length 95th (ft)	163	34	0	230
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	655	889	1491	1123
Starvation Cap Reductn	0	0	0	28
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.06	0.21	0.45

Intersection Summary



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	337	317	323	82
v/c Ratio	0.49	0.61	0.64	0.12
Control Delay (s/veh)	17.8	22.0	25.6	16.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	22.0	25.6	16.4
Queue Length 50th (ft)	95	95	103	21
Queue Length 95th (ft)	189	200	239	61
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	949	892	753	947
Starvation Cap Reductn	43	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.36	0.43	0.09

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	216	219	329	137	275	92	299	753	221	497	202
v/c Ratio	0.66	0.52	0.40	0.43	0.79	0.15	0.83	0.67	0.65	0.86	0.22
Control Delay (s/veh)	31.7	34.1	8.1	26.0	50.9	5.0	38.5	26.4	21.0	42.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.7	34.1	8.1	26.0	50.9	5.0	38.5	26.4	21.0	42.8	4.1
Queue Length 50th (ft)	82	103	38	50	140	0	90	175	62	248	13
Queue Length 95th (ft)	#164	181	104	99	#267	30	#232	241	103	#381	46
Internal Link Dist (ft)		72			214			1007		685	
Turn Bay Length (ft)						410	145		350		
Base Capacity (vph)	334	484	822	321	407	633	380	1355	387	733	885
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.45	0.40	0.43	0.68	0.15	0.79	0.56	0.57	0.68	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	77	208	225	768	793
v/c Ratio	0.33	0.35	0.59	0.53	0.86
Control Delay (s/veh)	33.8	8.4	17.2	6.7	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.8	8.4	17.2	6.7	27.6
Queue Length 50th (ft)	33	19	30	133	283
Queue Length 95th (ft)	72	65	#129	252	#548
Internal Link Dist (ft)	701			1264	1196
Turn Bay Length (ft)			150		
Base Capacity (vph)	404	600	386	1476	1160
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.35	0.58	0.52	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	24	124	861	790
v/c Ratio	0.07	0.38	0.73	0.70
Control Delay (s/veh)	16.1	17.0	14.2	13.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.1	17.0	14.2	13.5
Queue Length 50th (ft)	5	21	168	150
Queue Length 95th (ft)	20	61	#472	#431
Internal Link Dist (ft)	351	339	1917	1802
Turn Bay Length (ft)				
Base Capacity (vph)	563	542	1239	1182
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.69	0.67

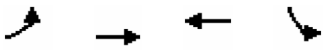
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBT	NBR	SBT
Lane Group Flow (vph)	172	635	173	591
v/c Ratio	0.36	0.56	0.17	0.53
Control Delay (s/veh)	18.8	10.2	1.8	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.8	10.2	1.8	9.8
Queue Length 50th (ft)	34	102	0	93
Queue Length 95th (ft)	103	221	20	201
Internal Link Dist (ft)	450	1274		1353
Turn Bay Length (ft)			150	
Base Capacity (vph)	792	1529	1271	1500
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.42	0.14	0.39

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	114	342	577	236
v/c Ratio	0.30	0.32	0.77	0.61
Control Delay (s/veh)	7.3	6.9	22.5	25.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	6.9	22.5	25.3
Queue Length 50th (ft)	15	51	164	58
Queue Length 95th (ft)	34	96	288	138
Internal Link Dist (ft)		1277	1629	777
Turn Bay Length (ft)	150			
Base Capacity (vph)	375	1445	1128	520
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.24	0.51	0.45

Intersection Summary

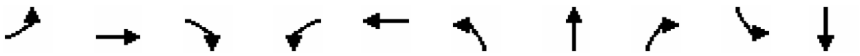


Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	113	378	436	1170	42	745	177
v/c Ratio	0.63	0.54	0.85	0.73	0.30	0.98	0.20
Control Delay (s/veh)	36.4	22.9	46.9	3.1	38.0	52.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.4	22.9	46.9	3.1	38.0	52.6	4.0
Queue Length 50th (ft)	39	154	226	0	18	~353	8
Queue Length 95th (ft)	#95	238	#398	0	49	#557	40
Internal Link Dist (ft)		1629	386		67		1007
Turn Bay Length (ft)	195						
Base Capacity (vph)	179	795	542	1583	138	754	969
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48	0.80	0.74	0.30	0.99	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	28	660	459	98	952	356	357	127	38	45
v/c Ratio	0.10	0.82	0.35	0.43	0.55	0.93	0.93	0.22	0.33	0.32
Control Delay (s/veh)	13.5	38.8	1.4	16.9	22.9	73.7	72.6	3.7	53.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	38.8	1.4	16.9	23.2	73.7	72.6	3.7	53.9	28.3
Queue Length 50th (ft)	8	399	0	30	300	248	248	0	25	9
Queue Length 95th (ft)	23	#665	32	m46	m365	#433	#432	28	57	44
Internal Link Dist (ft)		46			6		472			27
Turn Bay Length (ft)								215		
Base Capacity (vph)	329	799	1285	253	1718	380	383	601	233	254
Starvation Cap Reductn	0	0	0	0	296	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.83	0.36	0.39	0.67	0.94	0.93	0.21	0.16	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

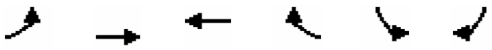


Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	573	225	699	368	74	8
v/c Ratio	0.01	0.57	0.24	0.43	0.97	0.11	0.01
Control Delay (s/veh)	7.2	10.3	1.5	8.1	79.3	6.9	24.1
Queue Delay	0.0	0.6	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	7.2	11.0	1.5	8.4	79.3	6.9	24.1
Queue Length 50th (ft)	1	78	0	111	244	3	3
Queue Length 95th (ft)	m2	m156	m7	125	#434	32	15
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	529	994	919	1599	377	695	493
Starvation Cap Reductn	0	162	0	372	0	0	0
Spillback Cap Reductn	0	0	0	108	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.69	0.24	0.57	0.98	0.11	0.02

Intersection Summary

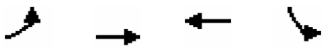
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	109	535	570	105	68	119
v/c Ratio	0.16	0.35	0.22	0.07	0.47	0.50
Control Delay (s/veh)	2.4	2.5	6.1	0.4	56.4	15.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.4	2.9	6.1	0.4	56.4	15.8
Queue Length 50th (ft)	9	44	62	0	45	0
Queue Length 95th (ft)	20	77	100	7	86	53
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	747	1517	2483	1593	421	471
Starvation Cap Reductn	0	498	0	0	0	0
Spillback Cap Reductn	0	0	31	0	0	1
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.53	0.23	0.07	0.16	0.25

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	133	342	484	237
v/c Ratio	0.22	0.26	0.47	0.76
Control Delay (s/veh)	7.4	6.4	14.7	51.2
Queue Delay	0.0	0.0	1.3	0.0
Total Delay (s/veh)	7.4	6.4	16.1	51.2
Queue Length 50th (ft)	22	64	158	135
Queue Length 95th (ft)	52	129	282	199
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	580	1284	1013	434
Starvation Cap Reductn	0	0	328	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.27	0.71	0.55

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	297	53	283	433
v/c Ratio	0.57	0.08	0.18	0.63
Control Delay (s/veh)	18.9	11.9	0.2	16.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.9	11.9	0.2	16.9
Queue Length 50th (ft)	65	9	0	95
Queue Length 95th (ft)	167	33	0	196
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	719	908	1494	1191
Starvation Cap Reductn	0	0	0	17
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.06	0.19	0.37

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	326	269	320	81
v/c Ratio	0.55	0.58	0.60	0.11
Control Delay (s/veh)	19.5	21.5	21.0	13.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	21.5	21.0	13.3
Queue Length 50th (ft)	83	69	84	17
Queue Length 95th (ft)	190	168	199	50
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1013	1000	869	1151
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.37	0.07

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	241	184	364	168	315	110	345	937	243	370	228
v/c Ratio	0.70	0.42	0.42	0.40	0.83	0.17	0.79	0.89	0.76	0.71	0.38
Control Delay (s/veh)	31.3	32.0	6.4	21.9	53.2	6.8	30.1	40.7	34.9	37.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.3	32.0	6.4	21.9	53.2	6.8	30.1	40.7	34.9	37.0	7.0
Queue Length 50th (ft)	93	89	33	63	171	9	117	260	77	187	21
Queue Length 95th (ft)	#167	151	91	109	#298	40	#215	#369	#191	287	70
Internal Link Dist (ft)		72			214			1007		685	
Turn Bay Length (ft)						410	145		350		
Base Capacity (vph)	356	489	883	429	435	654	458	1166	337	574	601
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.38	0.41	0.39	0.72	0.17	0.75	0.80	0.72	0.64	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	66	197	260	937	717
v/c Ratio	0.26	0.32	0.56	0.61	0.81
Control Delay (s/veh)	30.9	5.4	12.9	7.2	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.9	5.4	12.9	7.2	22.5
Queue Length 50th (ft)	25	2	30	183	233
Queue Length 95th (ft)	64	45	#130	362	404
Internal Link Dist (ft)	837			1316	1144
Turn Bay Length (ft)			150		
Base Capacity (vph)	474	606	467	1580	1323
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.33	0.56	0.59	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	18	118	1025	703
v/c Ratio	0.06	0.43	0.80	0.61
Control Delay (s/veh)	12.9	17.3	17.1	9.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	17.3	17.1	9.9
Queue Length 50th (ft)	1	17	222	116
Queue Length 95th (ft)	15	55	#582	279
Internal Link Dist (ft)	351	339	1917	1802
Turn Bay Length (ft)				
Base Capacity (vph)	500	439	1266	1150
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.27	0.81	0.61

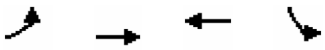
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBT	NBR	SBT
Lane Group Flow (vph)	170	774	209	519
v/c Ratio	0.38	0.65	0.19	0.44
Control Delay (s/veh)	21.3	11.7	1.6	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.3	11.7	1.6	8.3
Queue Length 50th (ft)	41	147	0	80
Queue Length 95th (ft)	101	311	22	168
Internal Link Dist (ft)	450	1274		1353
Turn Bay Length (ft)			150	
Base Capacity (vph)	728	1382	1217	1368
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.56	0.17	0.38

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	101	365	485	228
v/c Ratio	0.19	0.29	0.53	0.50
Control Delay (s/veh)	6.3	6.5	15.6	21.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.3	6.5	15.6	21.1
Queue Length 50th (ft)	13	53	122	50
Queue Length 95th (ft)	31	104	225	132
Internal Link Dist (ft)		1228	1630	614
Turn Bay Length (ft)	150			
Base Capacity (vph)	515	1526	1179	687
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.24	0.41	0.33

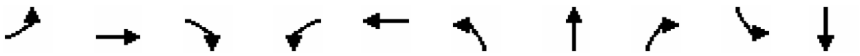
Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	85	366	388	896	39	771	132
v/c Ratio	0.47	0.57	0.85	0.56	0.26	0.95	0.17
Control Delay (s/veh)	27.8	25.1	49.1	1.4	36.9	43.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.8	25.1	49.1	1.4	36.9	43.0	4.3
Queue Length 50th (ft)	30	154	201	0	17	342	7
Queue Length 95th (ft)	63	241	#359	0	47	#573	34
Internal Link Dist (ft)		1630	386		67		1007
Turn Bay Length (ft)	195						
Base Capacity (vph)	179	756	503	1599	147	815	998
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.48	0.77	0.56	0.27	0.95	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	671	485	85	734	306	302	95	44	67
v/c Ratio	0.07	0.99	0.41	0.34	0.48	0.83	0.81	0.15	0.29	0.35
Control Delay (s/veh)	13.7	67.3	2.1	16.9	20.3	50.3	48.6	1.7	39.1	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	67.3	2.1	16.9	20.3	50.3	48.6	1.7	39.1	17.2
Queue Length 50th (ft)	6	~414	0	23	124	151	149	0	21	4
Queue Length 95th (ft)	20	#673	40	51	238	#285	#280	11	50	39
Internal Link Dist (ft)		46			6		472			27
Turn Bay Length (ft)								215		
Base Capacity (vph)	405	672	1156	296	1509	384	386	652	315	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	1.00	0.42	0.29	0.49	0.80	0.78	0.15	0.14	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

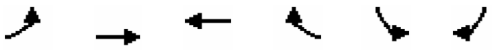
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	8	555	273	687	218	53	5
v/c Ratio	0.01	0.61	0.30	0.42	0.68	0.08	0.01
Control Delay (s/veh)	7.5	20.5	3.4	9.3	31.9	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay (s/veh)	7.5	20.5	3.4	9.8	31.9	3.2	0.0
Queue Length 50th (ft)	1	161	0	58	72	0	0
Queue Length 95th (ft)	7	#374	45	112	118	14	0
Internal Link Dist (ft)		109		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	583	905	896	1605	459	747	619
Starvation Cap Reductn	0	0	0	484	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.61	0.30	0.61	0.47	0.07	0.01

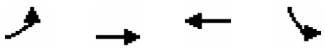
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	62	561	618	89	54	83
v/c Ratio	0.09	0.36	0.24	0.06	0.34	0.38
Control Delay (s/veh)	2.7	3.6	6.4	0.5	39.8	13.6
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	5.1	6.4	0.5	39.8	13.6
Queue Length 50th (ft)	5	66	62	0	26	0
Queue Length 95th (ft)	15	125	102	7	59	39
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	692	1532	2481	1555	442	466
Starvation Cap Reductn	0	750	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.72	0.25	0.06	0.12	0.18

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	107	385	468	190
v/c Ratio	0.16	0.31	0.54	0.61
Control Delay (s/veh)	5.9	5.9	17.3	32.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	5.9	17.3	32.0
Queue Length 50th (ft)	12	51	130	65
Queue Length 95th (ft)	32	109	246	121
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	655	1233	854	561
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.31	0.55	0.34

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	226	35	280	428
v/c Ratio	0.50	0.05	0.17	0.55
Control Delay (s/veh)	17.6	12.1	0.2	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	12.1	0.2	13.0
Queue Length 50th (ft)	41	5	0	69
Queue Length 95th (ft)	121	24	0	167
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	781	1054	1494	1332
Starvation Cap Reductn	0	0	0	18
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.03	0.19	0.33

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	325	240	327	83
v/c Ratio	0.57	0.53	0.58	0.12
Control Delay (s/veh)	20.1	20.3	18.7	11.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	20.3	18.7	11.9
Queue Length 50th (ft)	78	57	76	16
Queue Length 95th (ft)	190	148	180	46
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1118	1110	955	1175
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.34	0.07

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	220	254	379	111	324	127	367	574	303	574	203
v/c Ratio	0.86	0.55	0.45	0.40	0.94	0.19	0.94	0.46	0.63	0.94	0.24
Control Delay (s/veh)	57.4	36.7	11.6	28.0	74.4	4.1	58.3	22.4	17.4	54.7	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	36.7	11.6	28.0	74.4	4.1	58.3	22.4	17.4	54.7	7.2
Queue Length 50th (ft)	95	132	79	45	185	0	152	122	84	308	29
Queue Length 95th (ft)	#205	213	157	86	#348	33	#333	177	133	#510	67
Internal Link Dist (ft)		72			214			1007		685	
Turn Bay Length (ft)						410	145		350		
Base Capacity (vph)	254	455	839	277	344	708	391	1248	530	641	838
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.56	0.45	0.40	0.94	0.18	0.94	0.46	0.57	0.90	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	78	235	286	563	938
v/c Ratio	0.37	0.44	0.88	0.39	0.93
Control Delay (s/veh)	35.6	13.9	47.3	5.0	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	13.9	47.3	5.0	35.4
Queue Length 50th (ft)	34	45	80	82	389
Queue Length 95th (ft)	73	101	#239	155	#713
Internal Link Dist (ft)	456			1163	1297
Turn Bay Length (ft)			150		
Base Capacity (vph)	345	530	325	1439	1005
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.44	0.88	0.39	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	20	96	684	1004
v/c Ratio	0.06	0.36	0.51	0.78
Control Delay (s/veh)	15.3	17.2	7.5	17.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	17.2	7.5	17.5
Queue Length 50th (ft)	4	17	102	231
Queue Length 95th (ft)	16	46	212	#516
Internal Link Dist (ft)	351	339	1917	1802
Turn Bay Length (ft)				
Base Capacity (vph)	732	585	1337	1279
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.16	0.51	0.78

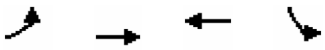
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBT	NBR	SBT
Lane Group Flow (vph)	116	448	126	786
v/c Ratio	0.28	0.37	0.12	0.65
Control Delay (s/veh)	19.9	7.0	1.6	11.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.9	7.0	1.6	11.1
Queue Length 50th (ft)	25	59	0	136
Queue Length 95th (ft)	73	127	16	294
Internal Link Dist (ft)	450	1274		1353
Turn Bay Length (ft)			150	
Base Capacity (vph)	754	1471	1253	1468
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.30	0.10	0.54

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	78	334	386	170
v/c Ratio	0.13	0.28	0.43	0.36
Control Delay (s/veh)	5.9	6.6	13.6	15.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	6.6	13.6	15.3
Queue Length 50th (ft)	8	41	82	27
Queue Length 95th (ft)	26	96	173	82
Internal Link Dist (ft)		1055	1680	725
Turn Bay Length (ft)	150			
Base Capacity (vph)	567	1674	1383	795
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.20	0.28	0.21

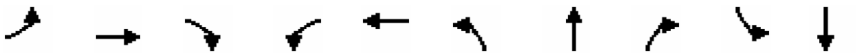
Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	65	331	276	747	46	676	116
v/c Ratio	0.26	0.55	0.62	0.46	0.25	0.86	0.14
Control Delay (s/veh)	21.6	24.6	34.3	0.9	38.0	28.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	24.6	34.3	0.9	38.0	28.0	4.9
Queue Length 50th (ft)	23	137	134	0	21	255	9
Queue Length 95th (ft)	52	219	#222	0	56	#443	34
Internal Link Dist (ft)		1680	386		67		1007
Turn Bay Length (ft)	195						
Base Capacity (vph)	247	938	589	1615	180	1050	1206
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.35	0.47	0.46	0.26	0.64	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	62	621	374	66	616	210	206	76	53	64
v/c Ratio	0.15	0.84	0.30	0.27	0.44	0.63	0.61	0.13	0.33	0.32
Control Delay (s/veh)	14.1	40.9	1.7	16.2	22.4	37.6	36.9	1.1	39.6	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.1	40.9	1.7	16.2	22.4	37.6	36.9	1.1	39.6	16.0
Queue Length 50th (ft)	16	~338	0	17	128	98	96	0	26	3
Queue Length 95th (ft)	41	#612	35	43	203	166	163	6	58	37
Internal Link Dist (ft)		46			6		472			27
Turn Bay Length (ft)								215		
Base Capacity (vph)	446	739	1238	299	1397	403	405	606	315	335
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.84	0.30	0.22	0.44	0.52	0.51	0.13	0.17	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

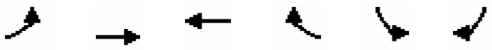
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	13	512	255	551	210	50	6
v/c Ratio	0.02	0.56	0.27	0.31	0.68	0.07	0.01
Control Delay (s/veh)	7.4	19.0	3.4	8.1	32.1	3.0	13.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.4	19.0	3.4	8.4	32.1	3.0	13.1
Queue Length 50th (ft)	2	143	0	44	70	0	1
Queue Length 95th (ft)	9	#334	43	87	115	13	8
Internal Link Dist (ft)		2		75	235		32
Turn Bay Length (ft)						115	
Base Capacity (vph)	629	910	913	1775	449	773	528
Starvation Cap Reductn	0	0	0	617	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.56	0.28	0.48	0.47	0.06	0.01

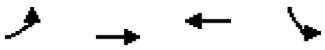
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	89	486	464	84	52	100
v/c Ratio	0.12	0.31	0.18	0.06	0.33	0.43
Control Delay (s/veh)	2.7	3.2	6.1	0.6	39.6	13.8
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.5	6.1	0.6	39.6	13.8
Queue Length 50th (ft)	8	53	45	0	25	0
Queue Length 95th (ft)	19	101	75	7	57	42
Internal Link Dist (ft)		26	369		168	
Turn Bay Length (ft)				220		
Base Capacity (vph)	773	1535	2498	1552	451	478
Starvation Cap Reductn	0	800	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.66	0.19	0.05	0.12	0.21

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	73	374	457	137
v/c Ratio	0.10	0.25	0.37	0.63
Control Delay (s/veh)	3.8	4.1	9.4	51.3
Queue Delay	0.0	0.0	0.8	0.0
Total Delay (s/veh)	3.8	4.1	10.2	51.3
Queue Length 50th (ft)	8	52	118	79
Queue Length 95th (ft)	22	101	204	130
Internal Link Dist (ft)		326	329	156
Turn Bay Length (ft)	110			
Base Capacity (vph)	732	1443	1231	458
Starvation Cap Reductn	0	0	473	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.26	0.60	0.30

Intersection Summary



Lane Group	EBT	WBT	WBR	SBT
Lane Group Flow (vph)	223	46	283	423
v/c Ratio	0.48	0.07	0.17	0.55
Control Delay (s/veh)	17.2	12.1	0.2	12.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	12.1	0.2	12.6
Queue Length 50th (ft)	40	7	0	66
Queue Length 95th (ft)	114	29	0	155
Internal Link Dist (ft)	191	387		329
Turn Bay Length (ft)			185	
Base Capacity (vph)	814	1039	1569	1343
Starvation Cap Reductn	0	0	0	16
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.04	0.18	0.32

Intersection Summary



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	332	241	306	74
v/c Ratio	0.57	0.52	0.57	0.10
Control Delay (s/veh)	19.5	19.5	18.8	12.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	19.5	18.8	12.0
Queue Length 50th (ft)	74	53	69	14
Queue Length 95th (ft)	185	141	163	42
Internal Link Dist (ft)	387	478	449	264
Turn Bay Length (ft)				
Base Capacity (vph)	1141	1132	956	1232
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.21	0.32	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	177	179	251	150	223	82	231	669	621	437	166
v/c Ratio	0.77	0.69	0.37	0.60	0.79	0.09	0.56	0.83	0.90	0.52	0.16
Control Delay (s/veh)	53.2	50.6	4.8	38.2	56.8	2.8	17.3	39.5	38.0	20.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.2	50.6	4.8	38.2	56.8	2.8	17.3	39.5	38.0	20.2	2.0
Queue Length 50th (ft)	79	95	0	66	120	0	51	172	265	168	0
Queue Length 95th (ft)	#179	#178	50	#123	#230	20	84	236	#484	268	27
Internal Link Dist (ft)		72			214			1007		685	
Turn Bay Length (ft)						410	145		350		
Base Capacity (vph)	227	295	714	248	317	850	472	937	710	885	990
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.61	0.35	0.60	0.70	0.10	0.49	0.71	0.87	0.49	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	80	213	218	513	1036
v/c Ratio	0.38	0.41	0.67	0.35	1.02
Control Delay (s/veh)	35.7	15.2	24.9	4.8	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.7	15.2	24.9	4.8	57.2
Queue Length 50th (ft)	35	47	45	72	~543
Queue Length 95th (ft)	74	101	#152	138	#825
Internal Link Dist (ft)	568			991	1469
Turn Bay Length (ft)			150		
Base Capacity (vph)	345	512	324	1401	1006
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.42	0.67	0.37	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	13	77	615	1069
v/c Ratio	0.04	0.31	0.43	0.75
Control Delay (s/veh)	13.3	17.5	5.9	14.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.3	17.5	5.9	14.1
Queue Length 50th (ft)	1	14	82	234
Queue Length 95th (ft)	12	43	171	#559
Internal Link Dist (ft)	351	339	1917	1802
Turn Bay Length (ft)				
Base Capacity (vph)	507	452	1402	1417
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.17	0.44	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

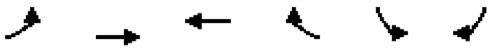


Lane Group	WBL	NBT	NBR	SBT
Lane Group Flow (vph)	125	469	119	944
v/c Ratio	0.34	0.36	0.11	0.73
Control Delay (s/veh)	22.8	6.8	1.6	14.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.8	6.8	1.6	14.0
Queue Length 50th (ft)	37	66	0	198
Queue Length 95th (ft)	76	133	15	#481
Internal Link Dist (ft)	450	1274		1353
Turn Bay Length (ft)			150	
Base Capacity (vph)	616	1323	1107	1337
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.11	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ATTACHMENT P: LOS CALCULATIONS – FULL BUILD CONDITIONS – REASONABLE WORST CASE SCENARIO WITH MITIGATION



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	189	236	96	157	44
Future Volume (vph)	23	189	236	96	157	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1659	1624	0	1556	1553
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1659	1624	0	1556	1553
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	444		372	
Travel Time (s)		7.3	10.1		8.5	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.88
Heavy Vehicles (%)	22%	13%	11%	16%	16%	4%
Adj. Flow (vph)	35	291	363	148	242	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	326	511	0	242	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	189	236	96	157	44
Future Vol, veh/h	23	189	236	96	157	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	88
Heavy Vehicles, %	22	13	11	16	16	4
Mvmt Flow	35	291	363	148	242	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	798	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.32	-	-	-	6.56	6.24
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	2.398	-	-	-	3.644	3.336
Pot Cap-1 Maneuver	960	-	-	-	336	615
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	321	615
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.97	0	37.94
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	195	-	-	-	321	615
HCM Lane V/C Ratio	0.037	-	-	-	0.752	0.081
HCM Control Delay (s/veh)	8.9	0	-	-	43.4	11.4
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	5.8	0.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	345	37	17	353	14	23
Future Volume (vph)	345	37	17	353	14	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.916	
Flt Protected				0.998	0.981	
Satd. Flow (prot)	1769	0	0	1778	1238	0
Flt Permitted				0.998	0.981	
Satd. Flow (perm)	1769	0	0	1778	1238	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	553			461	352	
Travel Time (s)	9.4			7.9	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	0%	7%	46%	33%
Adj. Flow (vph)	383	41	19	392	16	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	0	0	411	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

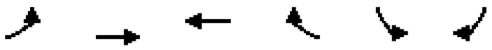
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	345	37	17	353	14	23
Future Vol, veh/h	345	37	17	353	14	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	0	7	46	33
Mvmt Flow	383	41	19	392	16	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	424	0	834	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.1	-	6.86	6.53
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.2	-	3.914	3.597
Pot Cap-1 Maneuver	-	-	1146	-	286	585
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1146	-	280	585
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	14.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	-	-	83	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s/veh)	14.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

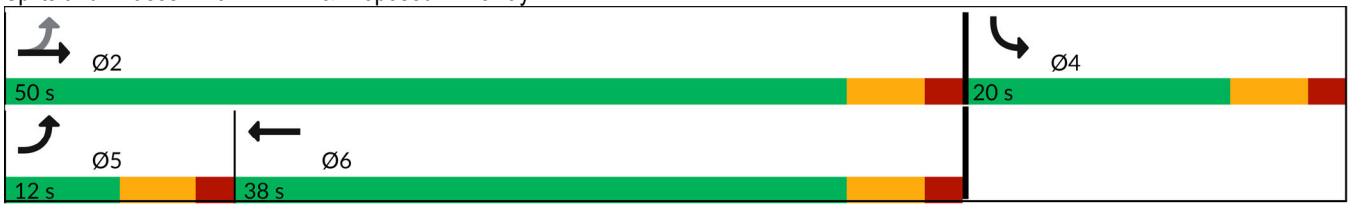


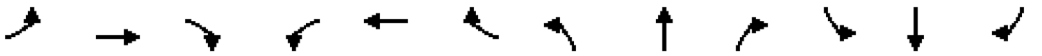
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	292	299	68	66	71
Future Volume (vph)	75	292	299	68	66	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.975		0.930	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1770	1863	1816	0	1691	0
Flt Permitted	0.301				0.976	
Satd. Flow (perm)	561	1863	1816	0	1691	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			22		69	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1962	1775		930	
Travel Time (s)		38.2	34.6		21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	317	325	74	72	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	317	399	0	149	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	11.0	24.0	24.0		24.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	21.6	22.2	17.0		10.4	
Actuated g/C Ratio	0.54	0.56	0.43		0.26	
v/c Ratio	0.14	0.31	0.51		0.30	
Control Delay (s/veh)	5.5	6.3	14.2		13.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	5.5	6.3	14.2		13.5	
LOS	A	A	B		B	
Approach Delay (s/veh)		6.2	14.2		13.5	
Approach LOS		A	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 39.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	291	4	3	301	573	7	25	1	552	28	86
Future Volume (vph)	90	291	4	3	301	573	7	25	1	552	28	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.996			0.887	
Flt Protected	0.950							0.989		0.950		
Satd. Flow (prot)	1719	1676	0	0	1735	1468	0	1729	0	1656	1485	0
Flt Permitted	0.273				0.996			0.888		0.524		
Satd. Flow (perm)	494	1676	0	0	1728	1468	0	1552	0	913	1485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				616		1			92	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1775			466			147			1087	
Travel Time (s)		34.6			9.1			3.3			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	13%	25%	67%	9%	10%	0%	11%	0%	9%	12%	14%
Adj. Flow (vph)	97	313	4	3	324	616	8	27	1	594	30	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	317	0	0	327	616	0	36	0	594	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	38.0		28.0	28.0		12.0	12.0		35.0	47.0	
Total Split (%)	11.8%	44.7%		32.9%	32.9%		14.1%	14.1%		41.2%	55.3%	
Maximum Green (s)	4.0	32.0		22.0	22.0		6.0	6.0		29.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	25.4	25.4			18.0	70.4		6.6		31.8	29.7	
Actuated g/C Ratio	0.36	0.36			0.26	1.00		0.09		0.45	0.42	
v/c Ratio	0.38	0.52			0.74	0.42		0.24		0.87	0.18	
Control Delay (s/veh)	21.8	22.6			38.5	0.9		40.6		32.8	5.2	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	21.8	22.6			38.5	0.9		40.6		32.8	5.2	
LOS	C	C			D	A		D		C	A	
Approach Delay (s/veh)		22.4			13.9			40.6			28.1	
Approach LOS		C			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 70.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 20.9		Intersection LOS: C	
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	884	2	11	853	1	8
Future Volume (vph)	884	2	11	853	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.878	
Flt Protected				0.999	0.995	
Satd. Flow (prot)	1724	0	0	3277	1660	0
Flt Permitted				0.999	0.995	
Satd. Flow (perm)	1724	0	0	3277	1660	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	100%	13%	10%	0%	0%
Adj. Flow (vph)	971	2	12	937	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	973	0	0	949	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

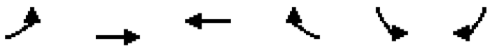
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	884	2	11	853	1	8
Future Vol, veh/h	884	2	11	853	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	100	13	10	0	0
Mvmt Flow	971	2	12	937	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	974	0	1465	973
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	653	-	131	309
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	653	-	128	309
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	46	-
HCM Lane V/C Ratio	0.037	-	-	0.019	-
HCM Control Delay (s/veh)	19	-	-	10.6	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	892	861	2	3	3
Future Volume (vph)	0	892	861	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1743	3340	0	1484	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1743	3340	0	1484	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	50%	33%	0%
Adj. Flow (vph)	0	949	916	2	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	949	918	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

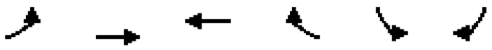
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	892	861	2	3	3
Future Vol, veh/h	0	892	861	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	50	33	0
Mvmt Flow	0	949	916	2	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	918	0	-	0	1866	459
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	949	-
Critical Hdwy	4.1	-	-	-	7.095	6.9
Critical Hdwy Stg 1	-	-	-	-	6.295	-
Critical Hdwy Stg 2	-	-	-	-	5.895	-
Follow-up Hdwy	2.2	-	-	-	3.8135	3.3
Pot Cap-1 Maneuver	752	-	-	-	55	554
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	316	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	752	-	-	-	55	554
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	316	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	43.57
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	752	-	-	-	100
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Control Delay (s/veh)	0	-	-	-	43.6
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	895	812	0	8	51
Future Volume (vph)	0	895	812	0	8	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	0	4759	3343	0	1586	0
Flt Permitted					0.993	
Satd. Flow (perm)	0	4759	3343	0	1586	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	9%	8%	0%	0%	6%
Adj. Flow (vph)	0	952	864	0	9	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	952	864	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

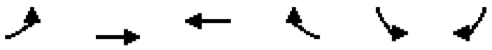
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	895	812	0	8	51
Future Vol, veh/h	0	895	812	0	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	9	8	0	0	6
Mvmt Flow	0	952	864	0	9	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1245	432
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	-	-	6.25	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.36
Pot Cap-1 Maneuver	0	-	-	0	200	561
Stage 1	0	-	-	0	368	-
Stage 2	0	-	-	0	630	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	200	561
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	630	-

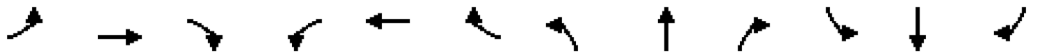
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.28
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	451
HCM Lane V/C Ratio	-	-	0.139
HCM Control Delay (s/veh)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	873	812	28	0	0
Future Volume (vph)	29	873	812	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.998				
Satd. Flow (prot)	0	4756	3334	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	4756	3334	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	9%	8%	0%	0%	0%
Adj. Flow (vph)	31	929	864	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	960	894	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

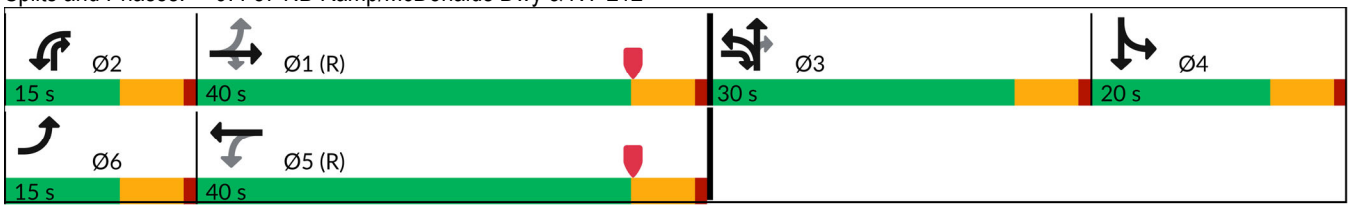


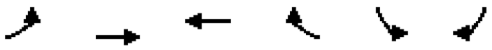
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	607	241	95	527	30	294	7	59	40	16	20
Future Volume (vph)	25	607	241	95	527	30	294	7	59	40	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850		0.916	
Flt Protected	0.950			0.950			0.950	0.954		0.950		
Satd. Flow (prot)	1719	1712	1455	1671	3199	0	1573	1575	1417	1752	1561	0
Flt Permitted	0.383			0.137			0.950	0.954		0.950		
Satd. Flow (perm)	693	1712	1455	241	3199	0	1573	1575	1417	1752	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284		6				94		24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	11%	11%	8%	12%	11%	9%	17%	14%	3%	7%	15%
Adj. Flow (vph)	29	714	284	112	620	35	346	8	69	47	19	24
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	29	714	284	112	655	0	176	178	69	47	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	55.8	50.4	74.4	61.8	56.7		18.0	18.0	26.6	7.4	7.4	
Actuated g/C Ratio	0.53	0.48	0.71	0.59	0.54		0.17	0.17	0.25	0.07	0.07	
v/c Ratio	0.07	0.87	0.25	0.46	0.38		0.65	0.66	0.16	0.38	0.33	
Control Delay (s/veh)	12.3	40.8	1.4	17.2	19.4		51.4	51.7	2.4	54.9	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.3	40.8	1.4	17.2	19.6		51.4	51.7	2.4	54.9	32.2	
LOS	B	D	A	B	B		D	D	A	D	C	
Approach Delay (s/veh)		29.1			19.3			43.5			44.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 29.1		Intersection LOS: C	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	707	652	0	0	0
Future Volume (vph)	0	707	652	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	4759	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	4759	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	0	777	716	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	716	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

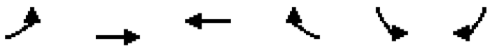
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	707	652	0	0	0
Future Vol, veh/h	0	707	652	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	0	777	716	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1493	358
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	777	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	156	549
Stage 1	0	-	-	0	373	-
Stage 2	0	-	-	0	444	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	156	549
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	707	652	0	0	0
Future Volume (vph)	0	707	652	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1743	3312	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1743	3312	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	0%	0%	2%
Adj. Flow (vph)	0	777	716	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	716	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

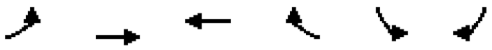
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	707	652	0	0	0
Future Vol, veh/h	0	707	652	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	0	0	2
Mvmt Flow	0	777	716	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	716	0	-	0	1493	358
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	777	-
Critical Hdwy	4.1	-	-	-	6.6	6.93
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	894	-	-	-	126	639
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	894	-	-	-	126	639
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	894	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	694	651	9	0	1
Future Volume (vph)	13	694	651	9	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	4761	3304	0	1644	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4761	3304	0	1644	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		1.1	3.7		7.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	9%	9%	13%	0%	0%
Adj. Flow (vph)	14	763	715	10	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	725	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

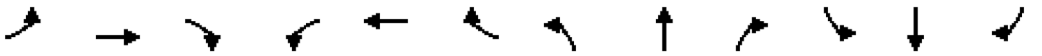
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	694	651	9	0	1
Future Vol, veh/h	13	694	651	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	9	9	13	0	0
Mvmt Flow	14	763	715	10	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	725	0	-	0	1054	363
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	887	-	-	-	258	640
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	887	-	-	-	253	640
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	10.64
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	99	-	-	-	640
HCM Lane V/C Ratio	0.016	-	-	-	0.002
HCM Control Delay (s/veh)	9.1	0.2	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

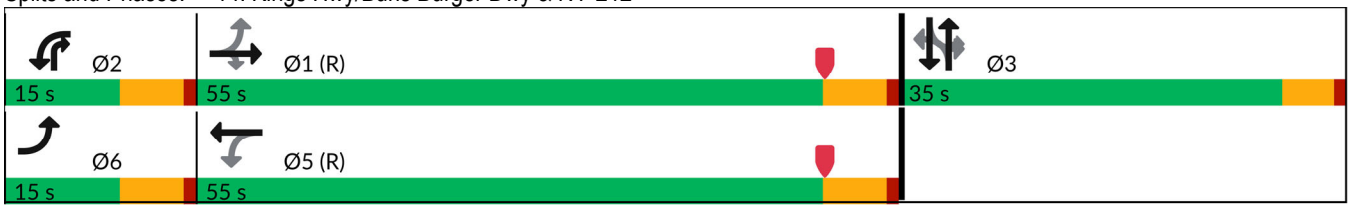


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	359	332	64	416	1	244	0	20	0	0	0
Future Volume (vph)	3	359	332	64	416	1	244	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950				0.993			0.950				
Satd. Flow (prot)	1805	1759	1442	0	3359	0	0	1543	1324	0	1900	0
Flt Permitted	0.466				0.844			0.757				
Satd. Flow (perm)	885	1759	1442	0	2855	0	0	1229	1324	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			349						31			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	12%	5%	7%	0%	17%	0%	22%	0%	0%	0%
Adj. Flow (vph)	3	378	349	67	438	1	257	0	21	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	378	349	0	506	0	0	257	21	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov			
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.4	64.5	64.5		67.5			25.3	34.8			
Actuated g/C Ratio	0.63	0.61	0.61		0.64			0.24	0.33			
v/c Ratio	0.01	0.35	0.34		0.27			0.87	0.05			
Control Delay (s/veh)	7.3	7.3	1.4		6.9			65.8	5.1			
Queue Delay	0.0	0.5	0.4		0.3			0.0	0.0			
Total Delay (s/veh)	7.3	7.8	1.8		7.1			65.8	5.1			
LOS	A	A	A		A			E	A			
Approach Delay (s/veh)		5.0			7.1			61.2				
Approach LOS		A			A			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 16.0		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	369	10	10	477	4	14
Future Volume (vph)	369	10	10	477	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.996				0.893	
Flt Protected				0.999	0.990	
Satd. Flow (prot)	3297	0	0	3368	1505	0
Flt Permitted				0.999	0.990	
Satd. Flow (perm)	3297	0	0	3368	1505	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	11%	11%	7%	25%	8%
Adj. Flow (vph)	401	11	11	518	4	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	412	0	0	529	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

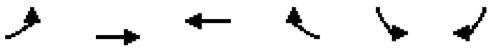
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	369	10	10	477	4	14
Future Vol, veh/h	369	10	10	477	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	11	11	7	25	8
Mvmt Flow	401	11	11	518	4	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	412	0	688	206
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.32	-	7.3	7.06
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.31	-	3.75	3.38
Pot Cap-1 Maneuver	-	-	1082	-	333	782
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1082	-	330	782
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.26	11.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	74	-
HCM Lane V/C Ratio	0.033	-	-	0.01	-
HCM Control Delay (s/veh)	11.2	-	-	8.4	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

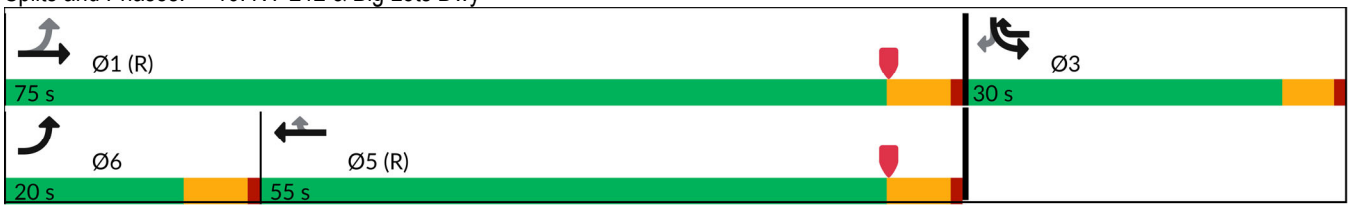


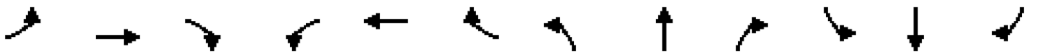
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	368	475	7	3	12
Future Volume (vph)	15	368	475	7	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1671	1696	3312	1380	1357	1615
Flt Permitted	0.415				0.950	
Satd. Flow (perm)	730	1696	3312	1380	1357	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		14
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	12%	9%	17%	33%	0%
Adj. Flow (vph)	17	428	552	8	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	428	552	8	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	92.7	95.1	90.8	98.7	5.3	5.3
Actuated g/C Ratio	0.88	0.91	0.86	0.94	0.05	0.05
v/c Ratio	0.02	0.28	0.19	0.01	0.04	0.15
Control Delay (s/veh)	1.7	1.7	2.7	0.7	48.3	25.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.7	1.9	2.7	0.7	48.3	25.8
LOS	A	A	A	A	D	C
Approach Delay (s/veh)		1.9	2.7		29.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	368	3	35	481	0	0	0	49	1	0	0
Future Volume (vph)	0	368	3	35	481	0	0	0	49	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.865				
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1727	0	1752	1792	0	0	1508	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	10%	0%	3%	6%	0%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	418	3	40	547	0	0	0	56	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	421	0	40	547	0	0	56	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

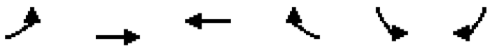
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	368	3	35	481	0	0	0	49	1	0	0
Future Vol, veh/h	0	368	3	35	481	0	0	0	49	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	3	6	0	0	0	9	0	0	0
Mvmt Flow	0	418	3	40	547	0	0	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	547	0	0	422	0	0	1046	1046	420	1044	1048	547
Stage 1	-	-	-	-	-	-	420	420	-	626	626	-
Stage 2	-	-	-	-	-	-	626	626	-	418	422	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	1132	-	-	208	230	619	209	230	541
Stage 1	-	-	-	-	-	-	615	593	-	475	480	-
Stage 2	-	-	-	-	-	-	475	480	-	616	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	1132	-	-	201	222	619	183	222	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	222	-	183	222	-
Stage 1	-	-	-	-	-	-	615	593	-	459	463	-
Stage 2	-	-	-	-	-	-	459	463	-	561	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.56	11.39	24.76
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	619	1033	-	-	1132	-	-	183
HCM Lane V/C Ratio	0.09	-	-	-	0.035	-	-	0.006
HCM Control Delay (s/veh)	11.4	0	-	-	8.3	-	-	24.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

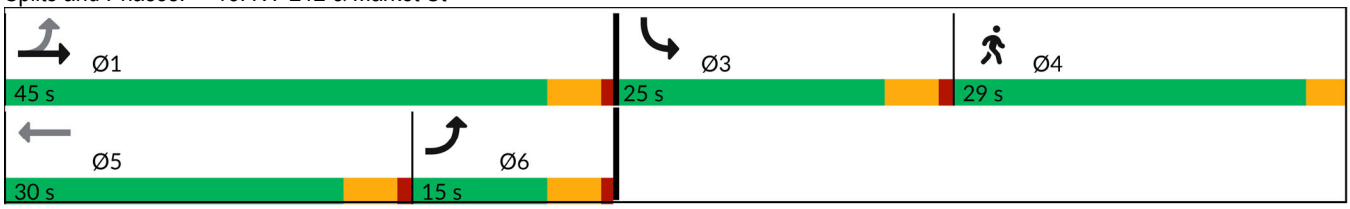


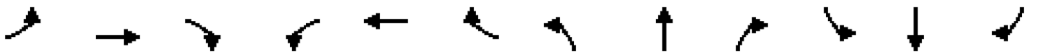
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	88	202	318	42	49	73	
Future Volume (vph)	88	202	318	42	49	73	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.919		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1641	1712	1776	0	1559	0	
Flt Permitted	0.441				0.980		
Satd. Flow (perm)	762	1712	1776	0	1559	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	10%	11%	6%	0%	2%	15%	
Adj. Flow (vph)	102	235	370	49	57	85	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	102	235	419	0	142	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.2		9.7		
Actuated g/C Ratio	0.67	0.67	0.47		0.16		
v/c Ratio	0.16	0.20	0.50		0.56		
Control Delay (s/veh)	5.3	4.8	15.9		31.9		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	5.3	4.8	15.9		31.9		
LOS	A	A	B		C		
Approach Delay (s/veh)		4.9	15.9		31.9		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 59.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





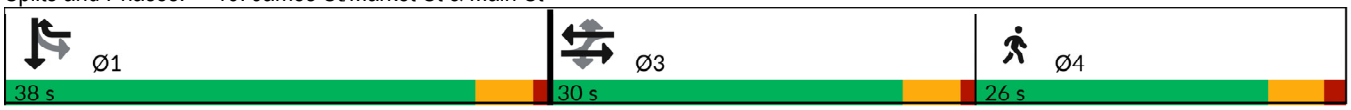
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	23	1	0	24	214	0	0	0	186	0	95
Future Volume (vph)	164	23	1	0	24	214	0	0	0	186	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.954	
Flt Protected		0.958									0.968	
Satd. Flow (prot)	0	1708	0	0	1743	1442	0	0	0	0	1576	0
Flt Permitted		0.730									0.968	
Satd. Flow (perm)	0	1301	0	0	1743	1442	0	0	0	0	1576	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	6%	10%	0%	0%	9%	12%	0%	0%	0%	13%	0%	8%
Adj. Flow (vph)	219	31	1	0	32	285	0	0	0	248	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	32	285	0	0	0	0	375	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		16.6			16.6	46.1					19.0	
Actuated g/C Ratio		0.36			0.36	1.00					0.41	
v/c Ratio		0.54			0.05	0.20					0.58	
Control Delay (s/veh)		17.8			11.4	0.3					15.1	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.8			11.4	0.3					15.1	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.8			1.4						15.1	
Approach LOS		B			A						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 46.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

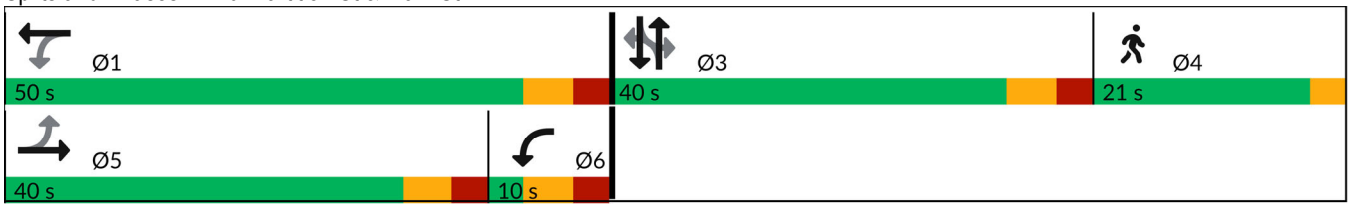
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	89	111	67	109	7	124	25	81	3	36	4
Future Volume (vph)	9	89	111	67	109	7	124	25	81	3	36	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.928			0.995			0.952			0.987	
Flt Protected		0.998			0.982			0.974			0.997	
Satd. Flow (prot)	0	1558	0	0	1711	0	0	1623	0	0	1824	0
Flt Permitted		0.977			0.776			0.798			0.974	
Satd. Flow (perm)	0	1525	0	0	1352	0	0	1330	0	0	1782	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	13%	14%	2%	13%	0%	8%	0%	12%	0%	3%	0%
Adj. Flow (vph)	13	125	156	94	154	10	175	35	114	4	51	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	294	0	0	258	0	0	324	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.8			17.8			21.8			21.8	
Actuated g/C Ratio		0.33			0.33			0.40			0.40	
v/c Ratio		0.59			0.58			0.61			0.09	
Control Delay (s/veh)		21.8			22.4			19.3			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		21.8			22.4			19.3			11.4	
LOS		C			C			B			B	
Approach Delay (s/veh)		21.8			22.4			19.3			11.4	
Approach LOS		C			C			B			B	

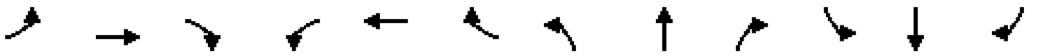
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 54.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

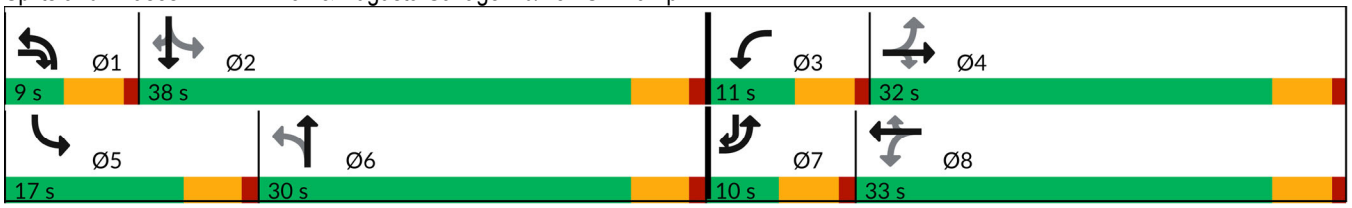


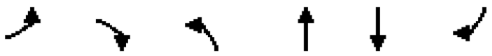
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	116	140	116	179	73	130	418	140	228	410	143
Future Volume (vph)	124	116	140	116	179	73	130	418	140	228	410	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.962				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	950	1615	1543	950	1346	1805	3129	0	1736	1776	1615
Flt Permitted	0.593			0.681			0.406			0.216		
Satd. Flow (perm)	1127	950	1615	1106	950	1346	771	3129	0	395	1776	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			206		50				146
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	100%	0%	17%	100%	20%	0%	12%	8%	4%	7%	0%
Adj. Flow (vph)	127	118	143	118	183	74	133	427	143	233	418	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	118	143	118	183	74	133	570	0	233	418	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	8	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	10.0	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	10.0
Total Split (s)	10.0	32.0	9.0	11.0	33.0	33.0	9.0	30.0		17.0	38.0	10.0
Total Split (%)	11.1%	35.6%	10.0%	12.2%	36.7%	36.7%	10.0%	33.3%		18.9%	42.2%	11.1%
Maximum Green (s)	5.0	27.0	4.0	6.0	28.0	28.0	4.0	25.0		12.0	33.0	5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	23.5	19.7	29.1	23.6	17.6	17.6	20.7	16.5		31.5	22.7	33.1
Actuated g/C Ratio	0.33	0.28	0.41	0.33	0.25	0.25	0.29	0.23		0.45	0.32	0.47
v/c Ratio	0.30	0.45	0.19	0.29	0.78	0.15	0.46	0.74		0.63	0.73	0.17
Control Delay (s/veh)	17.7	30.6	3.9	17.6	48.0	0.7	21.3	30.0		21.1	30.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	17.7	30.6	3.9	17.6	48.0	0.7	21.3	30.0		21.1	30.3	3.0
LOS	B	C	A	B	D	A	C	C		C	C	A
Approach Delay (s/veh)		16.6			29.1			28.4			22.6	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	4	611	776	0
Future Volume (vph)	0	4	4	611	776	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1315	0	1805	1792	1776	0
Flt Permitted			0.950			
Satd. Flow (perm)	1315	0	1805	1792	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	800	
Travel Time (s)	7.8			9.5	9.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	25%	0%	6%	7%	0%
Adj. Flow (vph)	0	4	4	671	853	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	4	671	853	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

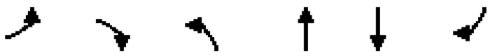
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	611	776	0
Future Vol, veh/h	0	4	4	611	776	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	25	0	6	7	0
Mvmt Flow	0	4	4	671	853	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	853	853	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	130	327	795	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	327	795	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.16	0.06	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	327	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-
HCM Control Delay (s/veh)	9.6	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

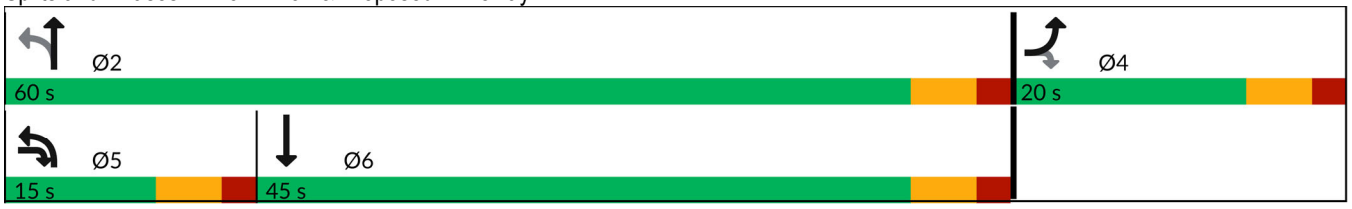


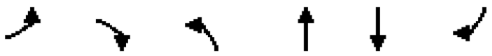
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	96	137	474	680	30
Future Volume (vph)	20	96	137	474	680	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1852	0
Flt Permitted	0.950		0.157			
Satd. Flow (perm)	1770	1583	292	1863	1852	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		104			4	
Link Speed (mph)	30			55	55	
Link Distance (ft)	487			800	1820	
Travel Time (s)	11.1			9.9	22.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	104	149	515	739	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	104	149	515	772	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0	11.0	11.0	24.0	24.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	7.5	13.3	39.8	45.5	31.6	
Actuated g/C Ratio	0.15	0.26	0.78	0.89	0.62	
v/c Ratio	0.08	0.21	0.29	0.31	0.67	
Control Delay (s/veh)	28.8	5.8	3.6	2.6	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	28.8	5.8	3.6	2.6	14.8	
LOS	C	A	A	A	B	
Approach Delay (s/veh)	9.8			2.8	14.8	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 50.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 9.3		Intersection LOS: A	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	2	492	704	0
Future Volume (vph)	0	4	2	492	704	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1096	0	0	1790	1776	0
Flt Permitted						
Satd. Flow (perm)	1096	0	0	1790	1776	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1820	1997	
Travel Time (s)	14.8			22.6	24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	50%	50%	6%	7%	0%
Adj. Flow (vph)	0	5	2	559	800	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	561	800	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	2	492	704	0
Future Vol, veh/h	0	4	2	492	704	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	50	50	6	7	0
Mvmt Flow	0	5	2	559	800	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1364	800	800	0	-	0
Stage 1	800	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	164	319	647	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	319	647	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.44	0.04	0
HCM LOS	C		

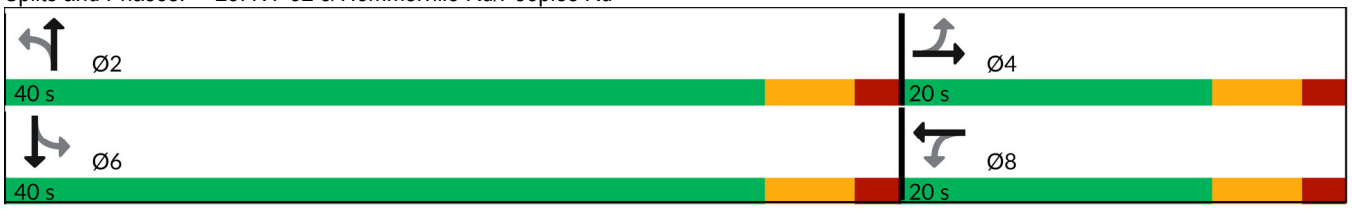
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	319	-	-
HCM Lane V/C Ratio	0.004	-	0.014	-	-
HCM Control Delay (s/veh)	10.6	0	16.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	15	53	7	26	9	431	52	89	637	1
Future Volume (vph)	0	11	15	53	7	26	9	431	52	89	637	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.958			0.986				
Flt Protected					0.970			0.999			0.994	
Satd. Flow (prot)	0	1682	0	0	1701	0	0	1618	0	0	1807	0
Flt Permitted					0.796			0.984			0.882	
Satd. Flow (perm)	0	1682	0	0	1396	0	0	1593	0	0	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			28			16				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	10%	0%	0%	17%	8%	40%	15%	17%	1%	5%	0%
Adj. Flow (vph)	0	12	16	56	7	28	10	459	55	95	678	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	91	0	0	524	0	0	774	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.6			8.8			32.2			32.2	
Actuated g/C Ratio		0.20			0.21			0.76			0.76	
v/c Ratio		0.08			0.29			0.43			0.63	
Control Delay (s/veh)		13.6			17.3			6.5			10.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.6			17.3			6.5			10.9	
LOS		B			B			A			B	
Approach Delay (s/veh)		13.6			17.3			6.5			10.9	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 42.3			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 9.8		Intersection LOS: A	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



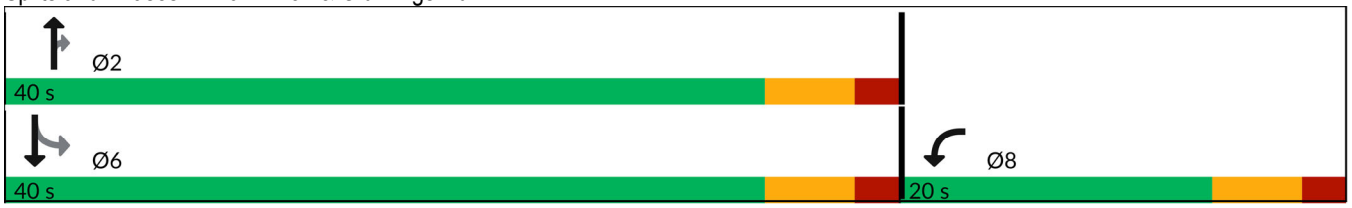


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	156	2	351	106	0	570
Future Volume (vph)	156	2	351	106	0	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.850		
Flt Protected	0.953					
Satd. Flow (prot)	1690	0	1776	1392	0	1810
Flt Permitted	0.953					
Satd. Flow (perm)	1690	0	1776	1392	0	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1			115		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	7%	16%	0%	5%
Adj. Flow (vph)	170	2	382	115	0	620
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	0	382	115	0	620
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	10.6		23.6	23.6		23.6
Actuated g/C Ratio	0.27		0.60	0.60		0.60
v/c Ratio	0.38		0.36	0.13		0.57
Control Delay (s/veh)	18.9		8.0	2.0		10.7
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	18.9		8.0	2.0		10.7
LOS	B		A	A		B
Approach Delay (s/veh)	18.9		6.6			10.7
Approach LOS	B		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 39.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 10.2		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	4	1	0	34	0	354	0	48	565	0
Future Volume (vph)	0	1	4	1	0	34	0	354	0	48	565	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.869							
Flt Protected					0.999						0.996	
Satd. Flow (prot)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Flt Permitted					0.999						0.996	
Satd. Flow (perm)	0	1211	0	0	1429	0	0	1776	0	0	1802	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	100%	25%	100%	0%	13%	0%	7%	0%	5%	5%	0%
Adj. Flow (vph)	0	1	4	1	0	35	0	369	0	50	589	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	36	0	0	369	0	0	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	1	4	1	0	34	0	354	0	48	565	0
Future Vol, veh/h	0	1	4	1	0	34	0	354	0	48	565	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	100	25	100	0	13	0	7	0	5	5	0
Mvmt Flow	0	1	4	1	0	35	0	369	0	50	589	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1057	1057	589	1058	1057	369	589	0	0	369	0	0
Stage 1	689	689	-	369	369	-	-	-	-	-	-	-
Stage 2	369	369	-	689	689	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	8.1	6.5	6.33	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	4.4	4	3.417	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	205	153	468	135	227	653	997	-	-	1173	-	-
Stage 1	439	327	-	491	624	-	-	-	-	-	-	-
Stage 2	655	480	-	311	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	143	468	124	212	653	997	-	-	1173	-	-
Mov Cap-2 Maneuver	181	143	-	124	212	-	-	-	-	-	-	-
Stage 1	412	306	-	491	624	-	-	-	-	-	-	-
Stage 2	620	480	-	288	421	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.35	11.6	0	0.64
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	322	582	141	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.063	0.043	-	-
HCM Control Delay (s/veh)	0	-	-	16.4	11.6	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	4	59	11	0	77
Future Volume (vph)	24	4	59	11	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.978			
Flt Protected	0.959					
Satd. Flow (prot)	1787	0	1626	0	0	1667
Flt Permitted	0.959					
Satd. Flow (perm)	1787	0	1626	0	0	1667
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	17%	0%	0%	14%
Adj. Flow (vph)	43	7	105	20	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	125	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

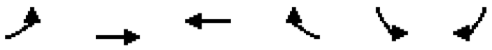
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	4	59	11	0	77
Future Vol, veh/h	24	4	59	11	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	43	7	105	20	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	115	0	0	125	0
Stage 1	115	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	740	943	-	-	1474	-
Stage 1	915	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	943	-	-	1474	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.04	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	1474	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s/veh)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	299	262	182	110	30
Future Volume (vph)	46	299	262	182	110	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.945			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1745	1723	0	1641	1417
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1745	1723	0	1641	1417
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	8%	3%	6%	10%	14%
Adj. Flow (vph)	47	308	270	188	113	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	355	458	0	113	31
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	299	262	182	110	30
Future Vol, veh/h	46	299	262	182	110	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	8	3	6	10	14
Mvmt Flow	47	308	270	188	113	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	767	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	4.19	-	-	-	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.281	-	-	-	3.59	3.426
Pot Cap-1 Maneuver	1067	-	-	-	359	655
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	340	655
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.14	0	18.65
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	240	-	-	-	340	655
HCM Lane V/C Ratio	0.044	-	-	-	0.334	0.047
HCM Control Delay (s/veh)	8.5	0	-	-	20.8	10.8
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	32	26	456	34	27
Future Volume (vph)	435	32	26	456	34	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.940	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1794	0	0	1793	1616	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1794	0	0	1793	1616	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	0%	6%	0%	17%
Adj. Flow (vph)	453	33	27	475	35	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	486	0	0	502	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

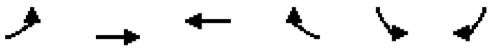
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	32	26	456	34	27
Future Vol, veh/h	435	32	26	456	34	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	4	0	6	0	17
Mvmt Flow	453	33	27	475	35	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	999	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	-	-	4.1	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1087	-	272	564
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	263	564
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.45	17.81
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	97	-
HCM Lane V/C Ratio	0.185	-	-	0.025	-
HCM Control Delay (s/veh)	17.8	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

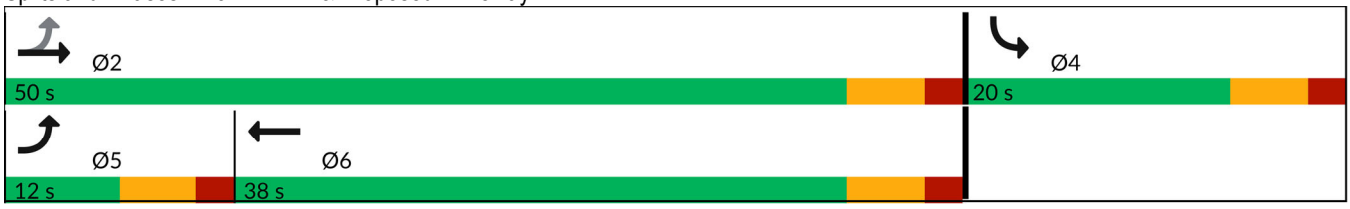


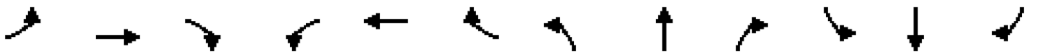
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	103	359	380	117	111	101
Future Volume (vph)	103	359	380	117	111	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.936	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1770	1863	1803	0	1698	0
Flt Permitted	0.253				0.974	
Satd. Flow (perm)	471	1863	1803	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			29		58	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1953	1785		1044	
Travel Time (s)		38.0	34.8		23.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	390	413	127	121	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	390	540	0	231	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	11.0	24.0	24.0		24.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	31.2	35.1	26.8		12.1	
Actuated g/C Ratio	0.60	0.68	0.52		0.23	
v/c Ratio	0.23	0.31	0.57		0.52	
Control Delay (s/veh)	6.4	6.5	16.3		22.1	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	6.4	6.5	16.3		22.1	
LOS	A	A	B		C	
Approach Delay (s/veh)		6.5	16.3		22.1	
Approach LOS		A	B		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 51.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Driveway



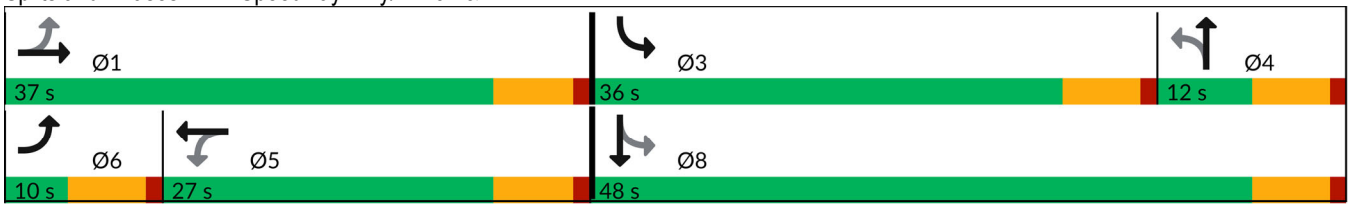


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	382	5	5	373	893	8	23	7	756	45	143
Future Volume (vph)	107	382	5	5	373	893	8	23	7	756	45	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.976			0.886	
Flt Protected	0.950				0.999			0.990		0.950		
Satd. Flow (prot)	1641	1819	0	0	1792	1553	0	1629	0	1719	1611	0
Flt Permitted	0.180				0.993			0.877		0.523		
Satd. Flow (perm)	311	1819	0	0	1781	1553	0	1443	0	946	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				918		7			147	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1785			466			147			1087	
Travel Time (s)		34.8			9.1			3.3			13.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	4%	25%	0%	6%	4%	14%	11%	17%	5%	3%	5%
Adj. Flow (vph)	110	394	5	5	385	921	8	24	7	779	46	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	399	0	0	390	921	0	39	0	779	193	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	37.0		27.0	27.0		12.0	12.0		36.0	48.0	
Total Split (%)	11.8%	43.5%		31.8%	31.8%		14.1%	14.1%		42.4%	56.5%	
Maximum Green (s)	4.0	31.0		21.0	21.0		6.0	6.0		30.0	42.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	27.1	27.1			19.5	76.7		6.2		37.3	31.8	
Actuated g/C Ratio	0.35	0.35			0.25	1.00		0.08		0.49	0.41	
v/c Ratio	0.61	0.62			0.86	0.59		0.32		1.01	0.26	
Control Delay (s/veh)	35.3	25.9			49.5	1.7		39.7		57.9	4.6	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	35.3	25.9			49.5	1.7		39.7		57.9	4.6	
LOS	D	C			D	A		D		E	A	
Approach Delay (s/veh)		27.9			15.9			39.7			47.3	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 76.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 29.2		Intersection LOS: C	
Intersection Capacity Utilization 103.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1097	6	20	1292	1	11
Future Volume (vph)	1097	6	20	1292	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.876	
Flt Protected				0.999	0.996	
Satd. Flow (prot)	1808	0	0	3431	1658	0
Flt Permitted				0.999	0.996	
Satd. Flow (perm)	1808	0	0	3431	1658	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	13%	5%	0%	0%
Adj. Flow (vph)	1131	6	21	1332	1	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1137	0	0	1353	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

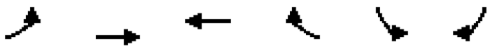
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1097	6	20	1292	1	11
Future Vol, veh/h	1097	6	20	1292	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	13	5	0	0
Mvmt Flow	1131	6	21	1332	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1137	0	1841	1134
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	707	-
Critical Hdwy	-	-	4.295	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3235	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	563	-	76	249
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	563	-	71	249
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.82	23.59
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	206	-	-	55	-
HCM Lane V/C Ratio	0.06	-	-	0.037	-
HCM Control Delay (s/veh)	23.6	-	-	11.6	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1107	1310	5	1	2
Future Volume (vph)	1	1107	1310	5	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.910	
Flt Protected					0.984	
Satd. Flow (prot)	0	1776	3403	0	1701	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1776	3403	0	1701	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	1	1165	1379	5	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1166	1384	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

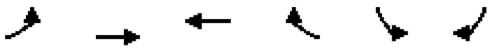
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1107	1310	5	1	2
Future Vol, veh/h	1	1107	1310	5	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	1	1165	1379	5	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1384	0	-	0	2549	692
Stage 1	-	-	-	-	1382	-
Stage 2	-	-	-	-	1167	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	501	-	-	-	26	391
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	299	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	501	-	-	-	26	391
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	299	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	60.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	68
HCM Lane V/C Ratio	0.002	-	-	-	0.046
HCM Control Delay (s/veh)	12.2	0	-	-	60.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1108	1261	0	10	53
Future Volume (vph)	0	1108	1261	0	10	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	4848	3374	0	1642	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	4848	3374	0	1642	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	0	1154	1314	0	10	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1154	1314	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

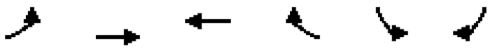
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1108	1261	0	10	53
Future Vol, veh/h	0	1108	1261	0	10	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	2
Mvmt Flow	0	1154	1314	0	10	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1775	657
Stage 1	-	-	-	-	1314	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	-	-	6.25	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	0	-	-	0	98	408
Stage 1	0	-	-	0	215	-
Stage 2	0	-	-	0	572	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	98	408
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	572	-

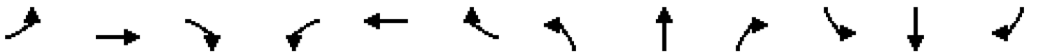
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	22.48
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	271
HCM Lane V/C Ratio	-	-	0.242
HCM Control Delay (s/veh)	-	-	22.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.9



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	1101	1262	42	0	0
Future Volume (vph)	16	1101	1262	42	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected		0.999				
Satd. Flow (prot)	0	4847	3364	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	4847	3364	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	2%
Adj. Flow (vph)	17	1147	1315	44	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1164	1359	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

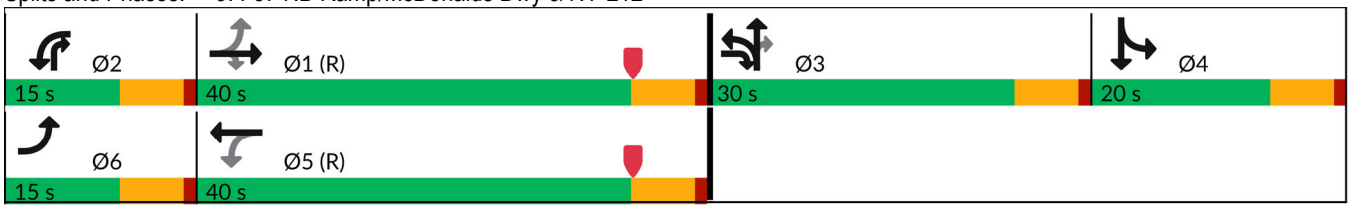


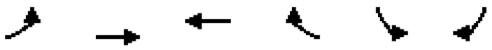
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	650	437	85	801	59	489	5	95	36	14	12
Future Volume (vph)	14	650	437	85	801	59	489	5	95	36	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850		0.930	
Flt Protected	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (prot)	1805	1792	1509	1612	3322	0	1633	1640	1583	1805	1767	0
Flt Permitted	0.249			0.114			0.950	0.953		0.950		
Satd. Flow (perm)	473	1792	1509	193	3322	0	1633	1640	1583	1805	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			470		8				102		13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	7%	12%	8%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	15	699	470	91	861	63	526	5	102	39	15	13
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	15	699	470	91	924	0	263	268	102	39	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	52.1	47.2	75.1	59.3	55.8		21.9	21.9	30.3	6.9	6.9	
Actuated g/C Ratio	0.50	0.45	0.72	0.56	0.53		0.21	0.21	0.29	0.07	0.07	
v/c Ratio	0.05	0.87	0.39	0.44	0.52		0.77	0.78	0.19	0.33	0.22	
Control Delay (s/veh)	13.0	42.2	1.6	17.7	19.9		54.8	55.8	4.0	53.7	34.1	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.0	42.2	1.6	17.7	20.3		54.8	55.8	4.0	53.7	34.1	
LOS	B	D	A	B	C		D	E	A	D	C	
Approach Delay (s/veh)		25.7			20.1			47.0			45.5	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 28.9		Intersection LOS: C	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	781	938	0	3	8
Future Volume (vph)	0	781	938	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	0	1776	4848	0	1692	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1776	4848	0	1692	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	814	977	0	3	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	814	977	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

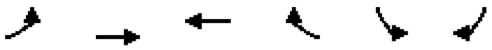
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	781	938	0	3	8
Future Vol, veh/h	0	781	938	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	0	814	977	0	3	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1791	489
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	814	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	106	454
Stage 1	0	-	-	0	259	-
Stage 2	0	-	-	0	427	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	106	454
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.84
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	239
HCM Lane V/C Ratio	-	-	0.048
HCM Control Delay (s/veh)	-	-	20.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	781	938	6	0	0
Future Volume (vph)	3	781	938	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1776	3372	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1776	3372	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	3	814	977	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	817	983	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

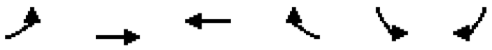
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	781	938	6	0	0
Future Vol, veh/h	3	781	938	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	3	814	977	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	983	0	-	0	1800	492
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	820	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	710	-	-	-	80	528
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	710	-	-	-	80	528
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	436	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	10.1	0	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	765	914	7	2	29
Future Volume (vph)	16	765	914	7	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.873	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	4836	3364	0	1446	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	4836	3364	0	1446	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		1.1	3.7		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	7%	7%	33%	50%	12%
Adj. Flow (vph)	17	797	952	7	2	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	814	959	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	765	914	7	2	29
Future Vol, veh/h	16	765	914	7	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	14	7	7	33	50	12
Mvmt Flow	17	797	952	7	2	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	959	0	-	0	1308	480
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.38	-	-	-	7.25	7.14
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	2.34	-	-	-	4.15	3.42
Pot Cap-1 Maneuver	644	-	-	-	121	506
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	644	-	-	-	117	506
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.52	0	14.36
HCM LOS			B

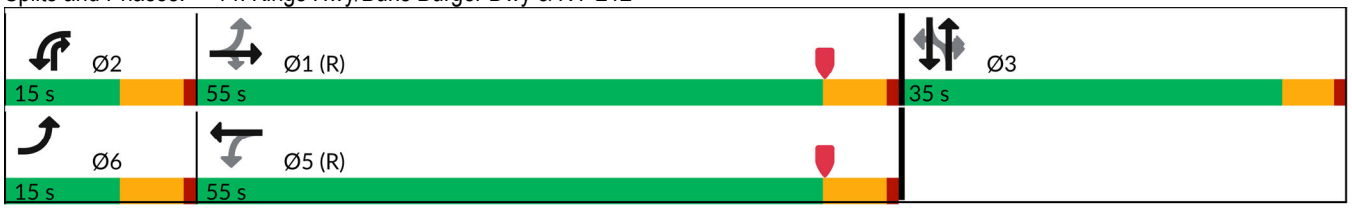
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	111	-	-	-	417
HCM Lane V/C Ratio	0.026	-	-	-	0.077
HCM Control Delay (s/veh)	10.7	0.3	-	-	14.4
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	523	239	59	595	7	325	1	67	7	2	1
Future Volume (vph)	5	523	239	59	595	7	325	1	67	7	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.986	
Flt Protected	0.950				0.996			0.953			0.966	
Satd. Flow (prot)	1805	1845	1538	0	3393	0	0	1725	1583	0	1810	0
Flt Permitted	0.390				0.796			0.720			0.821	
Satd. Flow (perm)	741	1845	1538	0	2712	0	0	1303	1583	0	1538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		2				68		1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	14%	5%	0%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	5	545	249	61	620	7	339	1	70	7	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	545	249	0	688	0	0	340	70	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	60.4	56.6	56.6		63.8			28.9	38.5		28.9	
Actuated g/C Ratio	0.58	0.54	0.54		0.61			0.28	0.37		0.28	
v/c Ratio	0.01	0.55	0.26		0.41			0.95	0.11		0.02	
Control Delay (s/veh)	7.6	10.1	1.6		7.6			74.3	6.1		26.0	
Queue Delay	0.0	0.7	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	7.6	10.8	1.6		7.8			74.3	6.1		26.0	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		7.9			7.8			62.7			26.0	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	590	7	11	656	5	9
Future Volume (vph)	590	7	11	656	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.910	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	3466	0	0	3400	1701	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3466	0	0	3400	1701	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	10%	6%	0%	0%
Adj. Flow (vph)	628	7	12	698	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	635	0	0	710	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

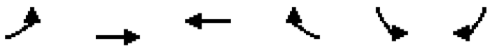
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	7	11	656	5	9
Future Vol, veh/h	590	7	11	656	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	10	6	0	0
Mvmt Flow	628	7	12	698	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	635	0	1004	318
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.3	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	892	-	242	684
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	892	-	238	684
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	14.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	59	-
HCM Lane V/C Ratio	0.036	-	-	0.013	-
HCM Control Delay (s/veh)	14.1	-	-	9.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

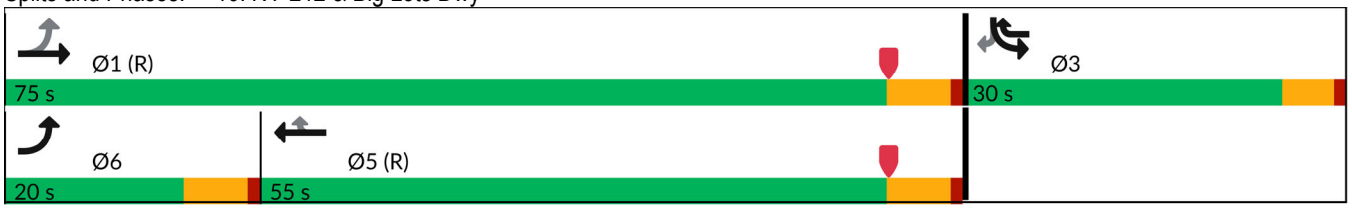


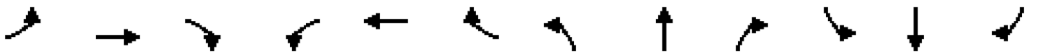
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	533	568	102	70	99
Future Volume (vph)	65	533	568	102	70	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1827	3438	1599	1805	1583
Flt Permitted	0.392				0.950	
Satd. Flow (perm)	716	1827	3438	1599	1805	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		104
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	5%	1%	0%	2%
Adj. Flow (vph)	68	561	598	107	74	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	561	598	107	74	104
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.3	85.3	76.0	91.7	8.7	8.7
Actuated g/C Ratio	0.81	0.81	0.72	0.87	0.08	0.08
v/c Ratio	0.11	0.38	0.24	0.08	0.50	0.46
Control Delay (s/veh)	2.5	2.8	5.9	0.4	56.6	15.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.2	5.9	0.4	56.6	15.5
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		3.1	5.0		32.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	598	5	26	667	1	3	1	82	1	0	0
Future Volume (vph)	0	598	5	26	667	1	3	1	82	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.871				
Flt Protected				0.950				0.998			0.950	
Satd. Flow (prot)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Flt Permitted				0.950				0.998			0.950	
Satd. Flow (perm)	0	1826	0	1736	1793	0	0	1591	0	0	1805	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	650	5	28	725	1	3	1	89	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	655	0	28	726	0	0	93	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

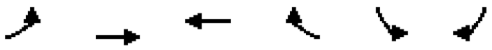
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	598	5	26	667	1	3	1	82	1	0	0
Future Vol, veh/h	0	598	5	26	667	1	3	1	82	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	4	6	0	0	0	4	0	0	0
Mvmt Flow	0	650	5	28	725	1	3	1	89	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	726	0	0	655	0	0	1434	1435	653	1433	1438	726
Stage 1	-	-	-	-	-	-	653	653	-	782	782	-
Stage 2	-	-	-	-	-	-	782	783	-	651	655	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	886	-	-	922	-	-	113	135	464	113	134	428
Stage 1	-	-	-	-	-	-	460	467	-	390	408	-
Stage 2	-	-	-	-	-	-	391	408	-	461	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	886	-	-	922	-	-	109	131	464	88	130	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	131	-	88	130	-
Stage 1	-	-	-	-	-	-	460	467	-	378	395	-
Stage 2	-	-	-	-	-	-	379	395	-	372	466	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.34	16.5	46.53
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	406	886	-	-	922	-	-	88
HCM Lane V/C Ratio	0.23	-	-	-	0.031	-	-	0.012
HCM Control Delay (s/veh)	16.5	0	-	-	9	-	-	46.5
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

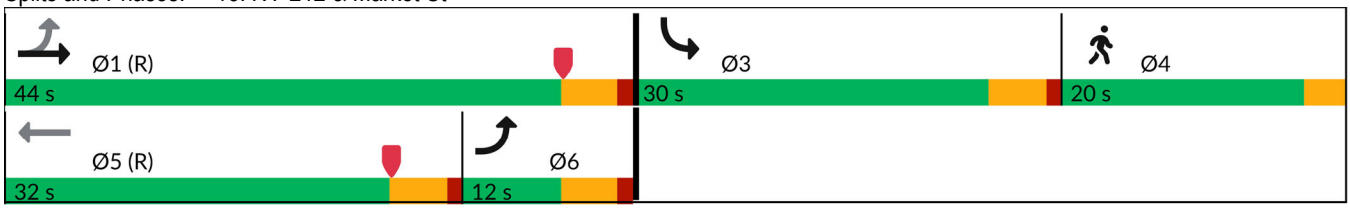


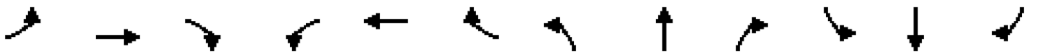
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	126	350	381	103	81	99	
Future Volume (vph)	126	350	381	103	81	99	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.971		0.926		
Flt Protected	0.950				0.978		
Satd. Flow (prot)	1671	1827	1749	0	1639	0	
Flt Permitted	0.393				0.978		
Satd. Flow (perm)	691	1827	1749	0	1639	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	8%	4%	7%	0%	5%	5%	
Adj. Flow (vph)	135	376	410	111	87	106	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	135	376	521	0	193	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	68.6	68.6	56.6		15.4		
Actuated g/C Ratio	0.73	0.73	0.60		0.16		
v/c Ratio	0.23	0.28	0.50		0.72		
Control Delay (s/veh)	6.5	5.6	13.6		51.7		
Queue Delay	0.0	0.0	1.6		0.0		
Total Delay (s/veh)	6.5	5.6	15.2		51.7		
LOS	A	A	B		D		
Approach Delay (s/veh)		5.8	15.2		51.7		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





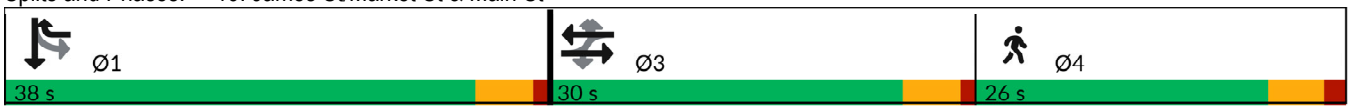
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	28	2	4	41	284	0	0	0	282	10	161
Future Volume (vph)	222	28	2	4	41	284	0	0	0	282	10	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850					0.952	
Flt Protected		0.958			0.996						0.970	
Satd. Flow (prot)	0	1764	0	0	1842	1524	0	0	0	0	1712	0
Flt Permitted		0.716			0.974						0.970	
Satd. Flow (perm)	0	1318	0	0	1801	1524	0	0	0	0	1712	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	0%	0%	3%	6%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	244	31	2	4	45	312	0	0	0	310	11	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	49	312	0	0	0	0	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.5			18.5	53.1					24.1	
Actuated g/C Ratio		0.35			0.35	1.00					0.45	
v/c Ratio		0.60			0.08	0.20					0.64	
Control Delay (s/veh)		22.1			13.6	0.3					16.1	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		22.1			13.6	0.3					16.1	
LOS		C			B	A					B	
Approach Delay (s/veh)		22.1			2.1						16.1	
Approach LOS		C			A						B	

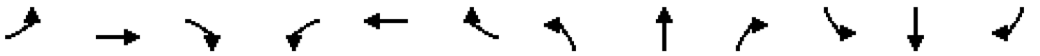
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 53.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



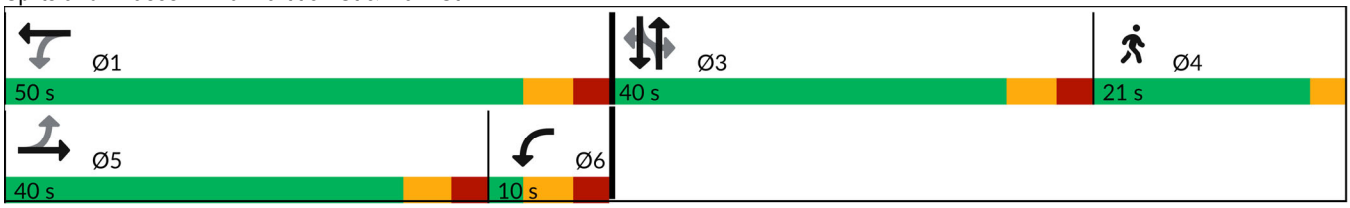
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	105	194	128	153	7	158	48	90	7	50	17
Future Volume (vph)	11	105	194	128	153	7	158	48	90	7	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.915			0.997			0.959			0.969	
Flt Protected		0.998			0.978			0.974			0.995	
Satd. Flow (prot)	0	1700	0	0	1774	0	0	1700	0	0	1803	0
Flt Permitted		0.983			0.698			0.789			0.957	
Satd. Flow (perm)	0	1674	0	0	1266	0	0	1377	0	0	1734	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	1%	4%	5%	0%	6%	0%	4%	0%	0%	7%
Adj. Flow (vph)	12	115	213	141	168	8	174	53	99	8	55	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	340	0	0	317	0	0	326	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.6			26.6			24.0			24.0	
Actuated g/C Ratio		0.40			0.40			0.37			0.37	
v/c Ratio		0.50			0.62			0.65			0.13	
Control Delay (s/veh)		18.0			22.2			26.0			16.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		18.0			22.2			26.0			16.5	
LOS		B			C			C			B	
Approach Delay (s/veh)		18.0			22.2			26.0			16.5	
Approach LOS		B			C			C			B	

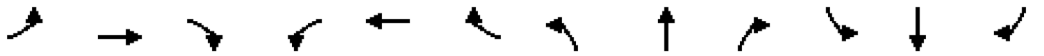
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 65.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 21.6		Intersection LOS: C	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

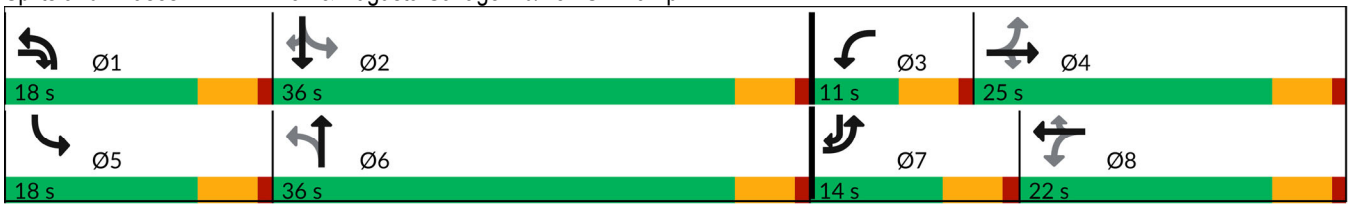


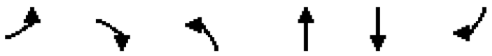
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	216	324	130	272	98	290	639	94	223	490	199
Future Volume (vph)	214	216	324	130	272	98	290	639	94	223	490	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1687	1900	1455	1805	3348	0	1687	1827	1615
Flt Permitted	0.239			0.569			0.151			0.227		
Satd. Flow (perm)	454	1900	1615	1010	1900	1455	287	3348	0	403	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193			145		20				147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	0%	11%	0%	5%	11%	7%	4%	0%
Adj. Flow (vph)	225	227	341	137	286	103	305	673	99	235	516	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	227	341	137	286	103	305	772	0	235	516	209
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	8	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	10.0	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	10.0
Total Split (s)	14.0	25.0	18.0	11.0	22.0	22.0	18.0	36.0		18.0	36.0	14.0
Total Split (%)	15.6%	27.8%	20.0%	12.2%	24.4%	24.4%	20.0%	40.0%		20.0%	40.0%	15.6%
Maximum Green (s)	9.0	20.0	13.0	6.0	17.0	17.0	13.0	31.0		13.0	31.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	27.5	18.3	35.3	21.1	15.1	15.1	39.6	27.7		37.0	26.4	40.6
Actuated g/C Ratio	0.33	0.22	0.43	0.25	0.18	0.18	0.48	0.33		0.45	0.32	0.49
v/c Ratio	0.75	0.54	0.43	0.45	0.83	0.27	0.86	0.68		0.69	0.89	0.24
Control Delay (s/veh)	40.1	35.3	9.4	27.1	54.7	4.2	42.6	26.9		22.7	46.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	40.1	35.3	9.4	27.1	54.7	4.2	42.6	26.9		22.7	46.0	5.0
LOS	D	D	A	C	D	A	D	C		C	D	A
Approach Delay (s/veh)		25.5			37.6			31.4			31.4	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 82.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 31.0		Intersection LOS: C	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	0	951	903	3
Future Volume (vph)	1	10	0	951	903	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876					
Flt Protected	0.996					
Satd. Flow (prot)	1658	0	1900	1845	1845	0
Flt Permitted	0.996					
Satd. Flow (perm)	1658	0	1900	1845	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1159	
Travel Time (s)	7.8			9.5	14.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	1	11	0	1023	971	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	1023	974	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

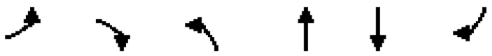
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	0	951	903	3
Future Vol, veh/h	1	10	0	951	903	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	1	11	0	1023	971	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1995	973	974	0	-	0
Stage 1	973	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	67	309	716	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	309	716	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	350	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	233	-	-
HCM Lane V/C Ratio	-	-	0.051	-	-
HCM Control Delay (s/veh)	0	-	21.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

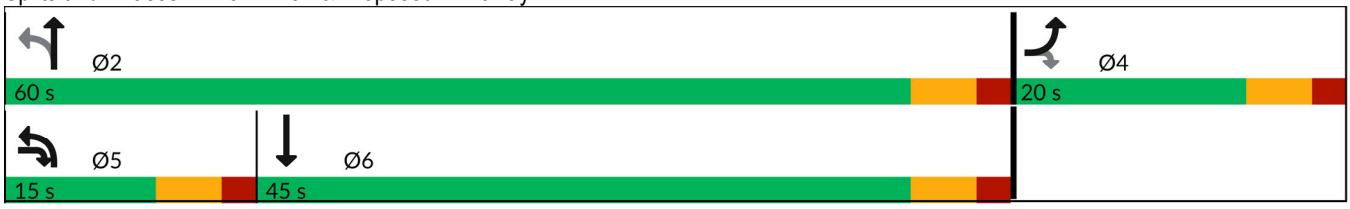


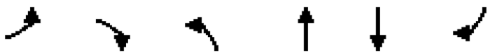
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	81	226	242	710	680	60
Future Volume (vph)	81	226	242	710	680	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1842	0
Flt Permitted	0.950		0.107			
Satd. Flow (perm)	1770	1583	199	1863	1842	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		148			8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	659			1159	1462	
Travel Time (s)	15.0			14.4	18.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	246	263	772	739	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	246	263	772	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0	11.0	11.0	24.0	24.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	9.1	21.1	49.5	51.5	33.4	
Actuated g/C Ratio	0.14	0.31	0.73	0.76	0.50	
v/c Ratio	0.37	0.41	0.71	0.54	0.88	
Control Delay (s/veh)	34.5	10.6	26.1	7.0	28.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.5	10.6	26.1	7.0	28.8	
LOS	C	B	C	A	C	
Approach Delay (s/veh)	16.9			11.9	28.8	
Approach LOS	B			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 67.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 18.9		Intersection LOS: B	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	3	788	735	2
Future Volume (vph)	1	5	3	788	735	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992					
Satd. Flow (prot)	1384	0	0	1845	1827	0
Flt Permitted	0.992					
Satd. Flow (perm)	1384	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1462	1997	
Travel Time (s)	14.8			18.1	24.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	25%	0%	3%	4%	0%
Adj. Flow (vph)	1	5	3	821	766	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	824	768	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

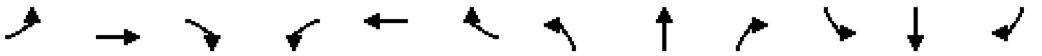
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	3	788	735	2
Future Vol, veh/h	1	5	3	788	735	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	25	0	3	4	0
Mvmt Flow	1	5	3	821	766	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1594	767	768	0	-	0
Stage 1	767	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	119	368	855	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	368	855	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.55	0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	272	-	-
HCM Lane V/C Ratio	0.004	-	0.023	-	-
HCM Control Delay (s/veh)	9.2	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

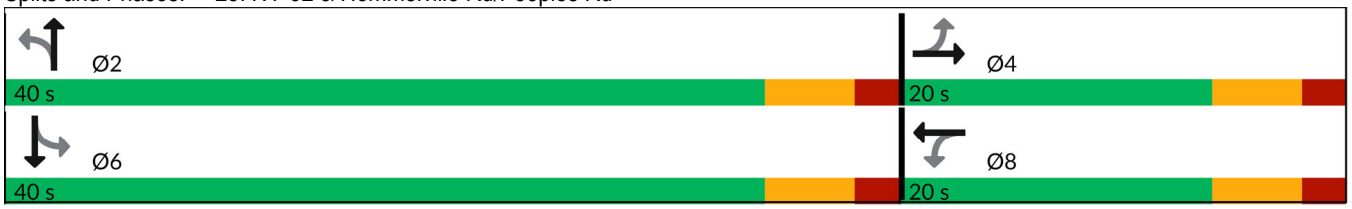


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	7	59	10	46	22	718	49	44	673	3
Future Volume (vph)	0	14	7	59	10	46	22	718	49	44	673	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.946			0.992			0.999	
Flt Protected					0.975			0.999			0.997	
Satd. Flow (prot)	0	1551	0	0	1665	0	0	1775	0	0	1795	0
Flt Permitted					0.825			0.970			0.915	
Satd. Flow (perm)	0	1551	0	0	1409	0	0	1723	0	0	1648	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			51			9			1	
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	17%	17%	6%	11%	3%	0%	6%	10%	12%	5%	0%
Adj. Flow (vph)	0	16	8	66	11	51	24	798	54	49	748	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	128	0	0	876	0	0	800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		9.3			9.3			32.0			32.0	
Actuated g/C Ratio		0.20			0.20			0.68			0.68	
v/c Ratio		0.08			0.40			0.75			0.71	
Control Delay (s/veh)		16.1			17.5			14.9			14.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		16.1			17.5			14.9			14.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		16.1			17.5			14.9			14.0	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 47.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



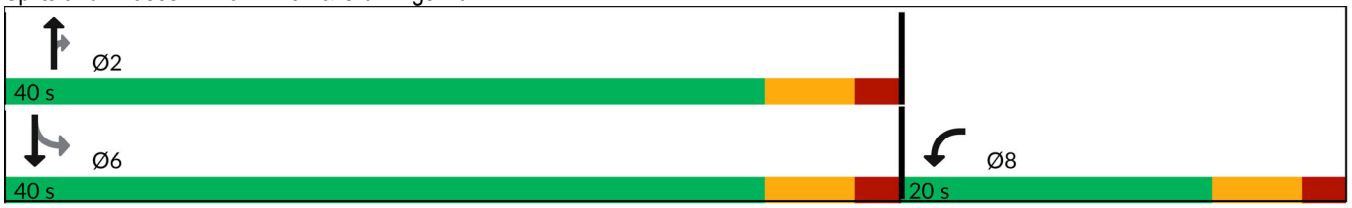


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	164	0	598	165	0	555
Future Volume (vph)	164	0	598	165	0	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	1881	1524	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	1881	1524	0	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				177		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	1%	6%	0%	3%
Adj. Flow (vph)	176	0	643	177	0	597
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	643	177	0	597
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	10.7		24.3	24.3		24.3
Actuated g/C Ratio	0.27		0.60	0.60		0.60
v/c Ratio	0.38		0.57	0.18		0.54
Control Delay (s/veh)	19.2		10.3	1.8		9.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	19.2		10.3	1.8		9.9
LOS	B		B	A		A
Approach Delay (s/veh)	19.2		8.5			9.9
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 40.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 10.2		Intersection LOS: B	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1	86	1	596	1	61	554	1
Future Volume (vph)	0	0	0	1	1	86	1	596	1	61	554	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868							
Flt Protected					0.999						0.995	
Satd. Flow (prot)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Flt Permitted					0.999						0.995	
Satd. Flow (perm)	0	1900	0	0	1542	0	0	1863	0	0	1828	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	2%	0%	7%	3%	0%
Adj. Flow (vph)	0	0	0	1	1	89	1	614	1	63	571	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	91	0	0	616	0	0	635	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

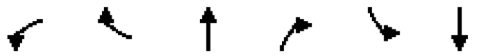
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	1	86	1	596	1	61	554	1
Future Vol, veh/h	0	0	0	1	1	86	1	596	1	61	554	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	7	3	0
Mvmt Flow	0	0	0	1	1	89	1	614	1	63	571	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1314	1315	572	1314	1315	615	572	0	0	615	0	0
Stage 1	697	697	-	617	617	-	-	-	-	-	-	-
Stage 2	617	618	-	697	698	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.27	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.363	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	136	159	524	136	159	482	1011	-	-	940	-	-
Stage 1	434	446	-	481	484	-	-	-	-	-	-	-
Stage 2	481	484	-	435	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	144	524	123	144	482	1011	-	-	940	-	-
Mov Cap-2 Maneuver	100	144	-	123	144	-	-	-	-	-	-	-
Stage 1	392	402	-	480	484	-	-	-	-	-	-	-
Stage 2	391	483	-	392	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	14.88	0.01	0.9
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	-	455	178	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.199	0.067	-	-
HCM Control Delay (s/veh)	8.6	0	-	0	14.9	9.1	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	9	68	22	6	49
Future Volume (vph)	14	9	68	22	6	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.967			
Flt Protected	0.970					0.995
Satd. Flow (prot)	1577	0	1745	0	0	1810
Flt Permitted	0.970					0.995
Satd. Flow (perm)	1577	0	1745	0	0	1810
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	29%	7%	0%	0%	5%
Adj. Flow (vph)	15	9	71	23	6	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	94	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

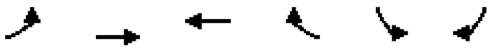
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	9	68	22	6	49
Future Vol, veh/h	14	9	68	22	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	29	7	0	0	5
Mvmt Flow	15	9	71	23	6	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	82	0	0	94	0
Stage 1	82	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.49	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	-	-	2.2	-
Pot Cap-1 Maneuver	851	908	-	-	1513	-
Stage 1	946	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	908	-	-	1513	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.25	0	0.81
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	870	196	-
HCM Lane V/C Ratio	-	-	0.028	0.004	-
HCM Control Delay (s/veh)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	286	312	159	81	37
Future Volume (vph)	50	286	312	159	81	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1847	1806	0	1787	1509
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1847	1806	0	1787	1509
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	1%	1%	7%
Adj. Flow (vph)	54	311	339	173	88	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	512	0	88	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	286	312	159	81	37
Future Vol, veh/h	50	286	312	159	81	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	1	1	7
Mvmt Flow	54	311	339	173	88	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	512	0	-	0	845	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	4.13	-	-	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.363
Pot Cap-1 Maneuver	1048	-	-	-	334	618
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	313	618
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	17.87
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	268	-	-	-	313	618
HCM Lane V/C Ratio	0.052	-	-	-	0.281	0.065
HCM Control Delay (s/veh)	8.6	0	-	-	20.9	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	392	16	33	481	36	31
Future Volume (vph)	392	16	33	481	36	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.938	
Flt Protected				0.997	0.974	
Satd. Flow (prot)	1867	0	0	1860	1631	0
Flt Permitted				0.997	0.974	
Satd. Flow (perm)	1867	0	0	1860	1631	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	7%	14%	1%	0%	14%
Adj. Flow (vph)	436	18	37	534	40	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	454	0	0	571	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

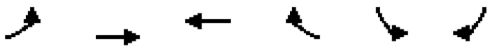
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	16	33	481	36	31
Future Vol, veh/h	392	16	33	481	36	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	7	14	1	0	14
Mvmt Flow	436	18	37	534	40	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	453	0	1052	444
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	-	-	4.24	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.326	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1047	-	253	589
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1047	-	240	589
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	116	-
HCM Lane V/C Ratio	0.225	-	-	0.035	-
HCM Control Delay (s/veh)	19	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

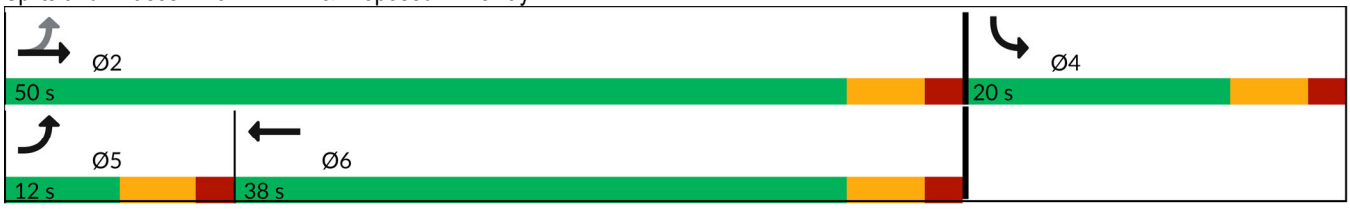


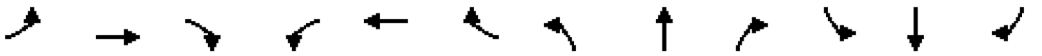
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	110	313	407	126	114	107
Future Volume (vph)	110	313	407	126	114	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.935	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1770	1863	1803	0	1698	0
Flt Permitted	0.197				0.975	
Satd. Flow (perm)	367	1863	1803	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			29		60	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1915	1827		756	
Travel Time (s)		37.3	35.6		17.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	340	442	137	124	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	340	579	0	240	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	11.0	24.0	24.0		24.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	31.0	31.0	22.3		11.1	
Actuated g/C Ratio	0.56	0.56	0.40		0.20	
v/c Ratio	0.32	0.33	0.78		0.62	
Control Delay (s/veh)	7.6	7.0	22.7		25.6	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	7.6	7.0	22.7		25.6	
LOS	A	A	C		C	
Approach Delay (s/veh)		7.1	22.7		25.6	
Approach LOS		A	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 55.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 17.6		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	336	10	2	399	1088	7	24	7	692	28	137
Future Volume (vph)	106	336	10	2	399	1088	7	24	7	692	28	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.974			0.875	
Flt Protected	0.950							0.991		0.950		
Satd. Flow (prot)	1736	1874	0	0	1863	1583	0	1834	0	1752	1662	0
Flt Permitted	0.148				0.998			0.888		0.523		
Satd. Flow (perm)	270	1874	0	0	1859	1583	0	1643	0	965	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				913		8			149	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1827			466			147			1087	
Travel Time (s)		35.6			9.1			3.3			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	2%	2%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	115	365	11	2	434	1183	8	26	8	752	30	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	376	0	0	436	1183	0	42	0	752	179	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	38.0		28.0	28.0		12.0	12.0		35.0	47.0	
Total Split (%)	11.8%	44.7%		32.9%	32.9%		14.1%	14.1%		41.2%	55.3%	
Maximum Green (s)	4.0	32.0		22.0	22.0		6.0	6.0		29.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	31.1	31.1			21.0	79.2		6.1		36.0	36.0	
Actuated g/C Ratio	0.39	0.39			0.27	1.00		0.08		0.45	0.45	
v/c Ratio	0.64	0.51			0.88	0.75		0.32		1.03	0.21	
Control Delay (s/veh)	36.7	22.2			50.9	3.3		38.5		64.7	4.0	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	36.7	22.2			50.9	3.3		38.5		64.7	4.0	
LOS	D	C			D	A		D		E	A	
Approach Delay (s/veh)		25.6			16.1			38.5			53.1	
Approach LOS		C			B			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 79.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 29.1	Intersection LOS: C
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1067	5	20	1532	1	13
Future Volume (vph)	1067	5	20	1532	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.874	
Flt Protected				0.999	0.997	
Satd. Flow (prot)	1861	0	0	3534	1656	0
Flt Permitted				0.999	0.997	
Satd. Flow (perm)	1861	0	0	3534	1656	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	6%	2%	0%	0%
Adj. Flow (vph)	1147	5	22	1647	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1152	0	0	1669	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

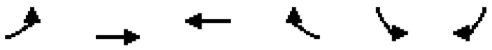
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1067	5	20	1532	1	13
Future Vol, veh/h	1067	5	20	1532	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	6	2	0	0
Mvmt Flow	1147	5	22	1647	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	2017	1150
Stage 1	-	-	-	-	1150	-
Stage 2	-	-	-	-	867	-
Critical Hdwy	-	-	4.19	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.257	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	586	-	58	244
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	586	-	54	244
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.89	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	-	-	46	-
HCM Lane V/C Ratio	0.077	-	-	0.037	-
HCM Control Delay (s/veh)	25	-	-	11.4	0.8
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	1077	1549	4	3	2
Future Volume (vph)	3	1077	1549	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.946	
Flt Protected					0.971	
Satd. Flow (prot)	0	1863	3539	0	1745	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1863	3539	0	1745	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	1158	1666	4	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1161	1670	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

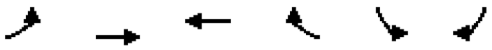
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1077	1549	4	3	2
Future Vol, veh/h	3	1077	1549	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1158	1666	4	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1670	0	-	0	2832	835
Stage 1	-	-	-	-	1668	-
Stage 2	-	-	-	-	1165	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	390	-	-	-	17	315
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	390	-	-	-	16	315
Mov Cap-2 Maneuver	-	-	-	-	16	-
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	172.97
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	26
HCM Lane V/C Ratio	0.008	-	-	-	0.203
HCM Control Delay (s/veh)	14.3	0	-	-	173
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1079	1491	0	11	62
Future Volume (vph)	0	1079	1491	0	11	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	0	5085	3539	0	1670	0
Flt Permitted					0.992	
Satd. Flow (perm)	0	5085	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	1160	1603	0	12	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1160	1603	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

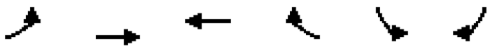
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1079	1491	0	11	62
Future Vol, veh/h	0	1079	1491	0	11	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	1160	1603	0	12	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2067	802
Stage 1	-	-	-	-	1603	-
Stage 2	-	-	-	-	464	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	65	331
Stage 1	0	-	-	0	151	-
Stage 2	0	-	-	0	571	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	65	331
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	571	-

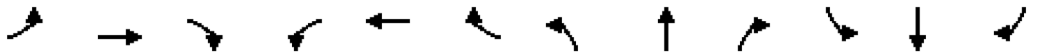
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	33.05
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	205
HCM Lane V/C Ratio	-	-	0.383
HCM Control Delay (s/veh)	-	-	33.1
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1078	1491	45	0	0
Future Volume (vph)	12	1078	1491	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected		0.999				
Satd. Flow (prot)	0	5081	3527	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	5081	3527	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	13	1159	1603	48	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1172	1651	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

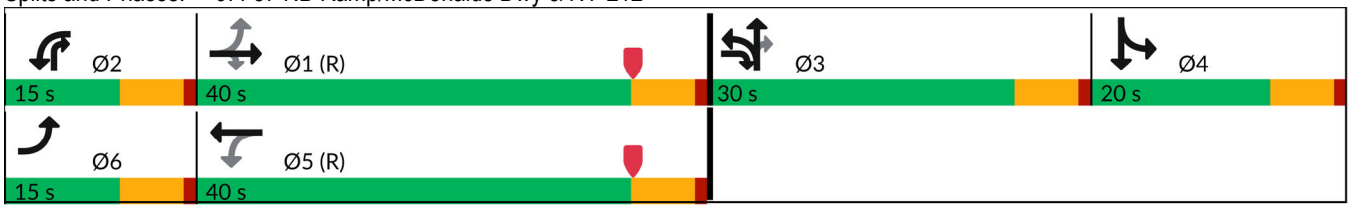


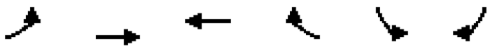
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	619	434	92	853	44	654	26	119	36	13	29
Future Volume (vph)	26	619	434	92	853	44	654	26	119	36	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850		0.897	
Flt Protected	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (prot)	1805	1863	1615	1736	3518	0	1665	1679	1583	1752	1704	0
Flt Permitted	0.215			0.127			0.950	0.956		0.950		
Satd. Flow (perm)	408	1863	1615	232	3518	0	1665	1679	1583	1752	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			462		5				127		31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	4%	2%	0%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	28	659	462	98	907	47	696	28	127	38	14	31
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	28	659	462	98	954	0	362	362	127	38	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	40.0	30.0	15.0	40.0		30.0	30.0	15.0	20.0	20.0	
Total Split (%)	14.3%	38.1%	28.6%	14.3%	38.1%		28.6%	28.6%	14.3%	19.0%	19.0%	
Maximum Green (s)	9.0	34.0	24.0	9.0	34.0		24.0	24.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	50.4	45.1	75.1	56.2	51.2		24.0	24.0	32.4	6.9	6.9	
Actuated g/C Ratio	0.48	0.43	0.72	0.54	0.49		0.23	0.23	0.31	0.07	0.07	
v/c Ratio	0.11	0.82	0.36	0.43	0.56		0.95	0.95	0.22	0.33	0.32	
Control Delay (s/veh)	13.5	38.8	1.5	16.8	22.9		76.9	75.2	3.8	53.9	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.5	38.8	1.5	16.8	23.3		76.9	75.2	3.8	53.9	28.3	
LOS	B	D	A	B	C		E	E	A	D	C	
Approach Delay (s/veh)		23.1			22.7			65.2			40.1	
Approach LOS		C			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 34.9		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	773	979	0	2	9
Future Volume (vph)	0	773	979	0	2	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.890	
Flt Protected					0.991	
Satd. Flow (prot)	0	1863	5085	0	1676	0
Flt Permitted					0.991	
Satd. Flow (perm)	0	1863	5085	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	805	1020	0	2	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	805	1020	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

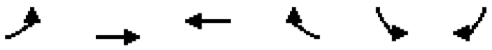
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	773	979	0	2	9
Future Vol, veh/h	0	773	979	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	805	1020	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1825	510
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	805	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	101	439
Stage 1	0	-	-	0	244	-
Stage 2	0	-	-	0	431	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	101	439
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.77
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	273
HCM Lane V/C Ratio	-	-	0.042
HCM Control Delay (s/veh)	-	-	18.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	773	979	13	1	0
Future Volume (vph)	2	773	979	13	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	2	805	1020	14	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	807	1034	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

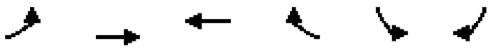
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	773	979	13	1	0
Future Vol, veh/h	2	773	979	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	805	1020	14	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1033	0	-	0	1836	517
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	680	-	-	-	76	509
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	680	-	-	-	76	509
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	53.18
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	76
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s/veh)	10.3	0	-	-	53.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	760	950	8	4	42
Future Volume (vph)	14	760	950	8	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	5075	3536	0	1490	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	5075	3536	0	1490	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	2%	0%	25%	10%
Adj. Flow (vph)	15	792	990	8	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	807	998	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

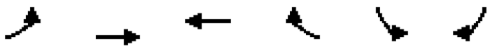
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	760	950	8	4	42
Future Vol, veh/h	14	760	950	8	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	0	25	10
Mvmt Flow	15	792	990	8	4	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	998	0	-	0	1340	499
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	4.26	-	-	-	6.75	7.1
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.5	-
Follow-up Hdwy	2.28	-	-	-	3.9	3.4
Pot Cap-1 Maneuver	654	-	-	-	142	496
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	654	-	-	-	138	496
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	15.08
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	-	-	405
HCM Lane V/C Ratio	0.022	-	-	-	0.118
HCM Control Delay (s/veh)	10.6	0.3	-	-	15.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	763	950	0	0	8
Future Volume (vph)	0	763	950	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3505	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3505	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	0	803	1000	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	803	1000	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

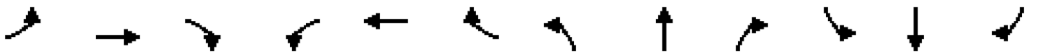
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	763	950	0	0	8
Future Vol, veh/h	0	763	950	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	803	1000	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	522
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.02
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	522
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s/veh)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

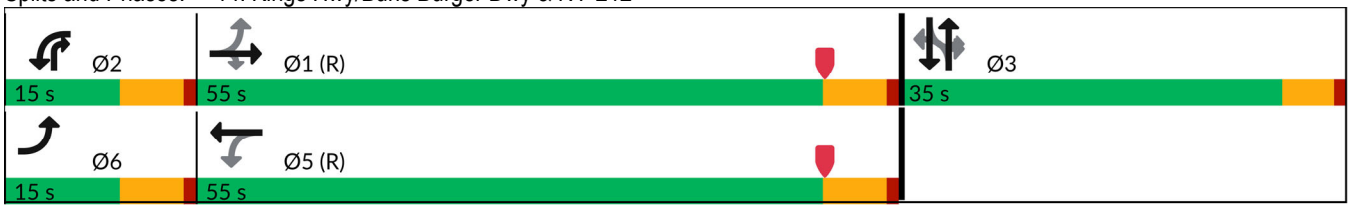


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	544	213	65	599	2	348	3	70	2	4	2
Future Volume (vph)	7	544	213	65	599	2	348	3	70	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.966	
Flt Protected	0.950				0.995			0.953			0.988	
Satd. Flow (prot)	1805	1881	1538	0	3481	0	0	1742	1568	0	1813	0
Flt Permitted	0.385				0.752			0.723			0.939	
Satd. Flow (perm)	732	1881	1538	0	2631	0	0	1321	1568	0	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224						66		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	5%	5%	3%	0%	4%	0%	3%	0%	0%	0%
Adj. Flow (vph)	7	573	224	68	631	2	366	3	74	2	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	573	224	0	701	0	0	369	74	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	55.0	55.0	15.0	55.0		35.0	35.0	15.0	35.0	35.0	
Total Split (%)	14.3%	52.4%	52.4%	14.3%	52.4%		33.3%	33.3%	14.3%	33.3%	33.3%	
Maximum Green (s)	9.0	49.0	49.0	9.0	49.0		30.0	30.0	9.0	30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	59.3	55.5	55.5		62.7			30.0	39.6		30.0	
Actuated g/C Ratio	0.56	0.53	0.53		0.60			0.29	0.38		0.29	
v/c Ratio	0.02	0.58	0.24		0.44			0.98	0.12		0.02	
Control Delay (s/veh)	7.4	10.4	1.5		8.1			80.0	6.9		24.1	
Queue Delay	0.0	0.7	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	11.1	1.5		8.5			80.0	6.9		24.1	
LOS	A	B	A		A			E	A		C	
Approach Delay (s/veh)		8.4			8.5			67.8			24.1	
Approach LOS		A			A			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 21.9		Intersection LOS: C	
Intersection Capacity Utilization 87.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	613	3	12	658	9	12
Future Volume (vph)	613	3	12	658	9	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.920	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	3536	0	0	3537	1627	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3536	0	0	3537	1627	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	2%	13%	0%
Adj. Flow (vph)	639	3	13	685	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	642	0	0	698	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

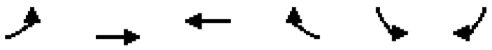
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	3	12	658	9	12
Future Vol, veh/h	613	3	12	658	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	13	0
Mvmt Flow	639	3	13	685	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	642	0	1008	321
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	-	-	4.1	-	7.06	6.9
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	2.2	-	3.63	3.3
Pot Cap-1 Maneuver	-	-	953	-	219	681
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	215	681
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	15.86
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	64	-
HCM Lane V/C Ratio	0.062	-	-	0.013	-
HCM Control Delay (s/veh)	15.9	-	-	8.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

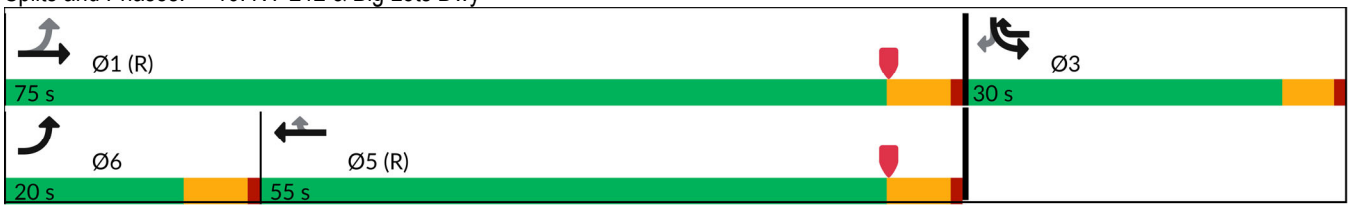


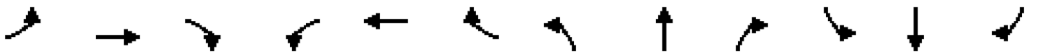
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	519	554	102	66	115
Future Volume (vph)	106	519	554	102	66	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	3539	1615	1770	1599
Flt Permitted	0.403				0.950	
Satd. Flow (perm)	751	1863	3539	1615	1770	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		119
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	109	535	571	105	68	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	535	571	105	68	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	20.0	75.0	55.0	30.0	30.0	30.0
Total Split (%)	19.0%	71.4%	52.4%	28.6%	28.6%	28.6%
Maximum Green (s)	14.0	69.0	49.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	85.5	85.5	73.7	88.2	8.5	8.5
Actuated g/C Ratio	0.81	0.81	0.70	0.84	0.08	0.08
v/c Ratio	0.16	0.35	0.23	0.08	0.48	0.50
Control Delay (s/veh)	2.5	2.6	6.2	0.4	56.4	15.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.0	6.2	0.4	56.4	15.8
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		2.9	5.3		30.6	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	580	5	32	652	2	3	0	69	1	0	1
Future Volume (vph)	0	580	5	32	652	2	3	0	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.870			0.932	
Flt Protected				0.950				0.998			0.976	
Satd. Flow (prot)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Flt Permitted				0.950				0.998			0.976	
Satd. Flow (perm)	0	1879	0	1752	1845	0	0	1560	0	0	1728	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	3%	0%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	0	667	6	37	749	2	3	0	79	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	37	751	0	0	82	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

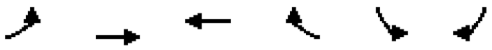
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	580	5	32	652	2	3	0	69	1	0	1
Future Vol, veh/h	0	580	5	32	652	2	3	0	69	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	3	3	0	0	0	6	0	0	0
Mvmt Flow	0	667	6	37	749	2	3	0	79	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	752	0	0	672	0	0	1493	1495	670	1491	1497	751
Stage 1	-	-	-	-	-	-	670	670	-	824	824	-
Stage 2	-	-	-	-	-	-	823	825	-	667	672	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	867	-	-	914	-	-	103	124	450	103	124	414
Stage 1	-	-	-	-	-	-	450	459	-	370	390	-
Stage 2	-	-	-	-	-	-	371	390	-	452	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	867	-	-	914	-	-	98	119	450	81	119	414
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	119	-	81	119	-
Stage 1	-	-	-	-	-	-	450	459	-	355	374	-
Stage 2	-	-	-	-	-	-	355	374	-	372	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.42	16.63	31.91
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	867	-	-	914	-	-	136
HCM Lane V/C Ratio	0.211	-	-	-	0.04	-	-	0.017
HCM Control Delay (s/veh)	16.6	0	-	-	9.1	-	-	31.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

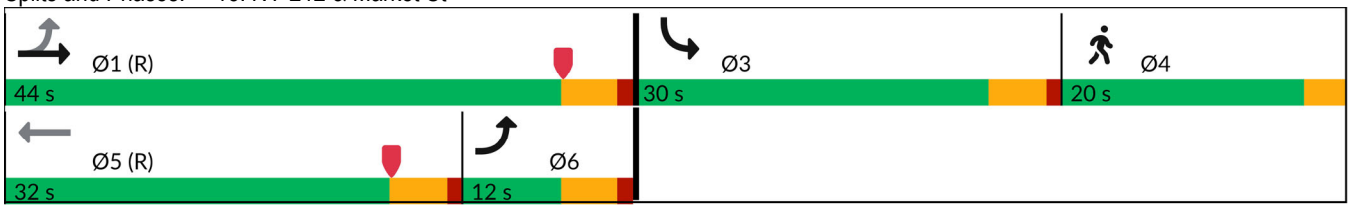


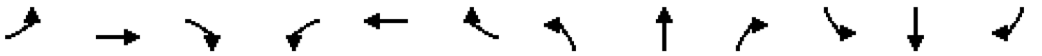
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	128	333	377	93	82	148	
Future Volume (vph)	128	333	377	93	82	148	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.913		
Flt Protected	0.950				0.982		
Satd. Flow (prot)	1687	1827	1760	0	1635	0	
Flt Permitted	0.406				0.982		
Satd. Flow (perm)	721	1827	1760	0	1635	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	4%	6%	1%	1%	6%	
Adj. Flow (vph)	132	343	389	96	85	153	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	132	343	485	0	238	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	66.0	66.0	54.0		18.0		
Actuated g/C Ratio	0.70	0.70	0.57		0.19		
v/c Ratio	0.23	0.27	0.48		0.76		
Control Delay (s/veh)	7.5	6.5	14.9		51.0		
Queue Delay	0.0	0.0	1.4		0.0		
Total Delay (s/veh)	7.5	6.5	16.3		51.0		
LOS	A	A	B		D		
Approach Delay (s/veh)		6.8	16.3		51.0		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





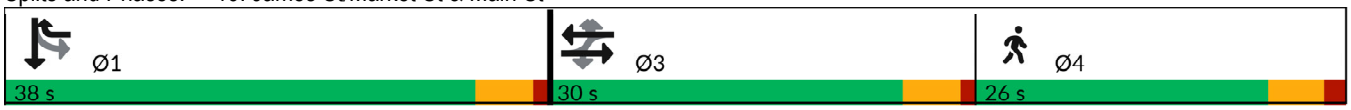
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	47	9	9	40	267	0	0	0	262	7	139
Future Volume (vph)	223	47	9	9	40	267	0	0	0	262	7	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850					0.954	
Flt Protected		0.962			0.991						0.969	
Satd. Flow (prot)	0	1770	0	0	1809	1509	0	0	0	0	1691	0
Flt Permitted		0.733			0.932						0.969	
Satd. Flow (perm)	0	1349	0	0	1702	1509	0	0	0	0	1691	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	0%	0%	5%	7%	0%	0%	0%	5%	0%	2%
Adj. Flow (vph)	237	50	10	10	43	284	0	0	0	279	7	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	53	284	0	0	0	0	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.9			18.9	49.7					20.2	
Actuated g/C Ratio		0.38			0.38	1.00					0.41	
v/c Ratio		0.58			0.08	0.19					0.63	
Control Delay (s/veh)		19.0			11.9	0.3					16.9	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		19.0			11.9	0.3					16.9	
LOS		B			B	A					B	
Approach Delay (s/veh)		19.0			2.1						16.9	
Approach LOS		B			A						B	

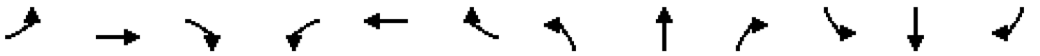
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 49.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



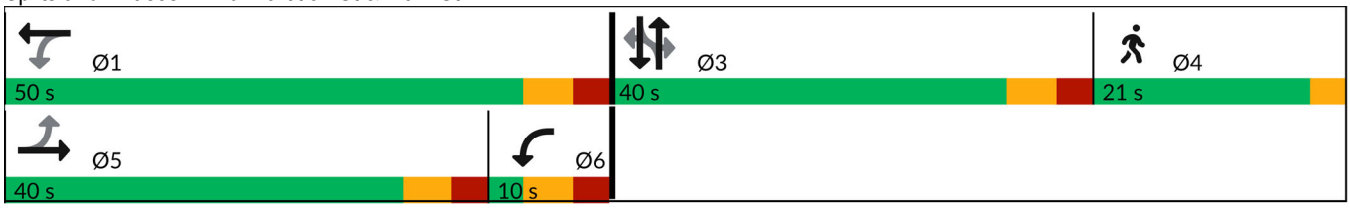
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	106	184	107	142	7	165	58	82	2	65	10
Future Volume (vph)	20	106	184	107	142	7	165	58	82	2	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.920			0.996			0.964			0.982	
Flt Protected		0.997			0.979			0.974			0.999	
Satd. Flow (prot)	0	1682	0	0	1732	0	0	1729	0	0	1864	0
Flt Permitted		0.965			0.726			0.787			0.991	
Satd. Flow (perm)	0	1628	0	0	1285	0	0	1397	0	0	1849	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	2%	6%	8%	0%	4%	4%	1%	0%	0%	0%
Adj. Flow (vph)	21	112	194	113	149	7	174	61	86	2	68	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	0	0	269	0	0	321	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.5			20.5			21.6			21.6	
Actuated g/C Ratio		0.36			0.36			0.38			0.38	
v/c Ratio		0.56			0.58			0.61			0.12	
Control Delay (s/veh)		19.7			21.6			21.2			13.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.7			21.6			21.2			13.4	
LOS		B			C			C			B	
Approach Delay (s/veh)		19.7			21.6			21.2			13.4	
Approach LOS		B			C			C			B	

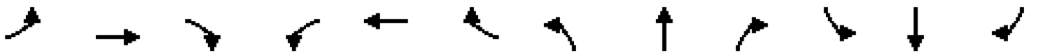
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.2		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

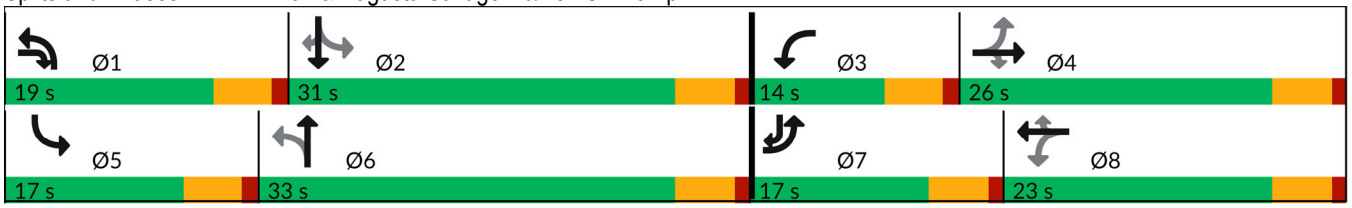


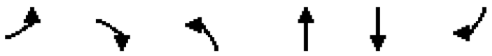
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	225	339	158	296	113	324	799	96	237	361	215
Future Volume (vph)	225	225	339	158	296	113	324	799	96	237	361	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1770	1900	1495	1805	3475	0	1736	1863	1077
Flt Permitted	0.203			0.543			0.261			0.166		
Satd. Flow (perm)	386	1900	1615	1011	1900	1495	496	3475	0	303	1863	1077
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			244			145		15				149
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	8%	0%	2%	4%	4%	2%	50%
Adj. Flow (vph)	239	239	361	168	315	120	345	850	102	252	384	229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	239	361	168	315	120	345	952	0	252	384	229
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	8	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	5.0
Minimum Split (s)	10.0	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	10.0
Total Split (s)	17.0	26.0	19.0	14.0	23.0	23.0	19.0	33.0		17.0	31.0	17.0
Total Split (%)	18.9%	28.9%	21.1%	15.6%	25.6%	25.6%	21.1%	36.7%		18.9%	34.4%	18.9%
Maximum Green (s)	12.0	21.0	14.0	9.0	18.0	18.0	14.0	28.0		12.0	26.0	12.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	31.2	19.7	37.8	24.7	16.5	16.5	38.7	25.7		35.5	24.1	40.6
Actuated g/C Ratio	0.37	0.23	0.44	0.29	0.19	0.19	0.45	0.30		0.42	0.28	0.48
v/c Ratio	0.72	0.54	0.42	0.46	0.86	0.30	0.81	0.90		0.79	0.73	0.39
Control Delay (s/veh)	33.3	35.1	7.2	23.5	57.4	5.7	31.2	41.2		37.9	37.6	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.3	35.1	7.2	23.5	57.4	5.7	31.2	41.2		37.9	37.6	7.7
LOS	C	D	A	C	E	A	C	D		D	D	A
Approach Delay (s/veh)		22.6			37.7			38.5			29.7	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 32.6		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	14	1123	805	0
Future Volume (vph)	0	9	14	1123	805	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1671	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1671	1863	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1102	
Travel Time (s)	7.8			9.5	13.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	8%	2%	3%	0%
Adj. Flow (vph)	0	10	15	1234	885	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	15	1234	885	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

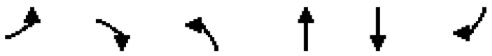
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	14	1123	805	0
Future Vol, veh/h	0	9	14	1123	805	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	8	2	3	0
Mvmt Flow	0	10	15	1234	885	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2149	885	885	0	-	0
Stage 1	885	-	-	-	-	-
Stage 2	1265	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	54	347	740	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	347	740	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.68	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	740	-	347	-	-
HCM Lane V/C Ratio	0.021	-	0.028	-	-
HCM Control Delay (s/veh)	10	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

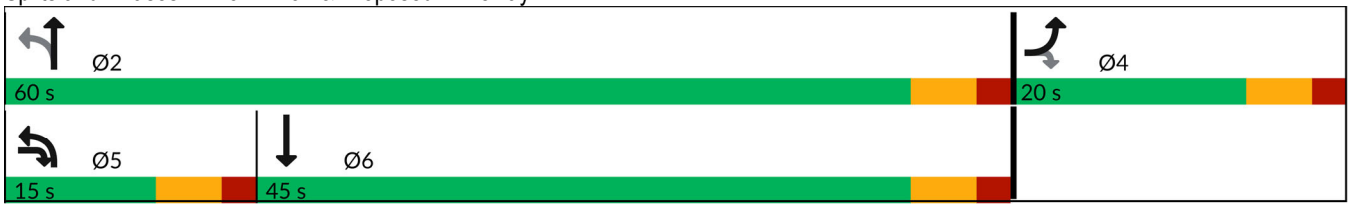


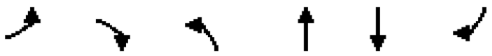
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	204	266	857	601	64
Future Volume (vph)	70	204	266	857	601	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.987	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1839	0
Flt Permitted	0.950		0.140			
Satd. Flow (perm)	1770	1583	261	1863	1839	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188			9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	767			1102	1518	
Travel Time (s)	17.4			13.7	18.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	222	289	932	653	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	222	289	932	723	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	11.0	11.0	22.5	22.5	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.6	20.8	45.8	47.9	29.5	
Actuated g/C Ratio	0.14	0.33	0.72	0.76	0.47	
v/c Ratio	0.32	0.34	0.69	0.66	0.84	
Control Delay (s/veh)	32.6	6.4	20.5	9.0	25.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	32.6	6.4	20.5	9.0	25.4	
LOS	C	A	C	A	C	
Approach Delay (s/veh)	13.1			11.7	25.4	
Approach LOS	B			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	923	660	1
Future Volume (vph)	0	5	4	923	660	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	1845	1827	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1845	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1518	1997	
Travel Time (s)	14.8			18.8	24.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	3%	4%	0%
Adj. Flow (vph)	0	6	4	1026	733	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1030	734	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	923	660	1
Future Vol, veh/h	0	5	4	923	660	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	6	4	1026	733	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1768	734	734	0	-	0
Stage 1	734	-	-	-	-	-
Stage 2	1034	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	423	880	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	423	880	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.61	0.04	0
HCM LOS	B		

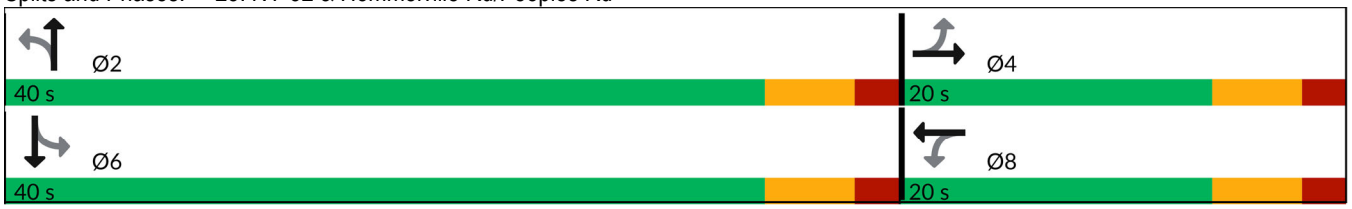
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	423	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	9.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	12	52	4	53	19	848	56	45	597	1
Future Volume (vph)	0	5	12	52	4	53	19	848	56	45	597	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.934			0.992				
Flt Protected					0.977			0.999			0.997	
Satd. Flow (prot)	0	1714	0	0	1617	0	0	1849	0	0	1857	0
Flt Permitted					0.839			0.981			0.890	
Satd. Flow (perm)	0	1714	0	0	1389	0	0	1816	0	0	1658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			58			9				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	13%	0%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	0	5	13	57	4	58	21	932	62	49	656	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	119	0	0	1015	0	0	706	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.3			8.3			35.0			35.0	
Actuated g/C Ratio		0.17			0.17			0.70			0.70	
v/c Ratio		0.06			0.43			0.80			0.61	
Control Delay (s/veh)		12.9			17.3			16.8			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		12.9			17.3			16.8			10.1	
LOS		B			B			B			B	
Approach Delay (s/veh)		12.9			17.3			16.8			10.1	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd

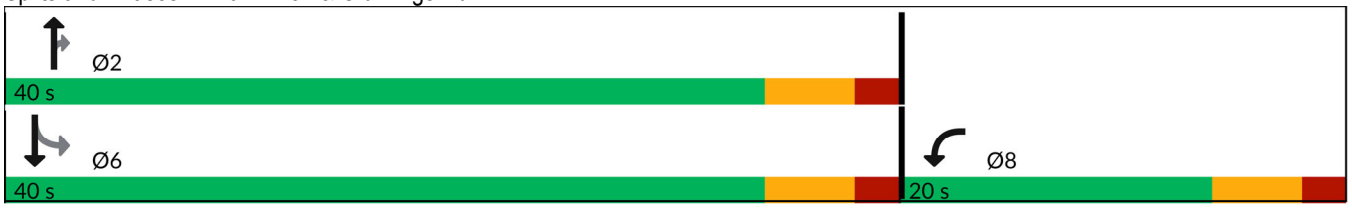


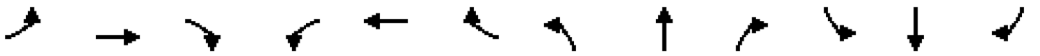
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	159	0	709	193	1	484
Future Volume (vph)	159	0	709	193	1	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	1568	0	1845
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1770	0	1863	1568	0	1843
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				208		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	2%	3%	0%	3%
Adj. Flow (vph)	171	0	762	208	1	520
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	762	208	0	521
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	11.0		27.4	27.4		27.4
Actuated g/C Ratio	0.25		0.63	0.63		0.63
v/c Ratio	0.38		0.65	0.20		0.45
Control Delay (s/veh)	20.9		11.7	1.6		8.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	20.9		11.7	1.6		8.5
LOS	C		B	A		A
Approach Delay (s/veh)	20.9		9.5			8.5
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 43.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	3	1	2	57	5	703	0	34	480	0
Future Volume (vph)	0	1	3	1	2	57	5	703	0	34	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899			0.871							
Flt Protected					0.999						0.997	
Satd. Flow (prot)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Flt Permitted					0.999						0.997	
Satd. Flow (perm)	0	1708	0	0	1622	0	0	1863	0	0	1827	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	3%	0%
Adj. Flow (vph)	0	1	3	1	2	64	6	790	0	38	539	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	67	0	0	796	0	0	577	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

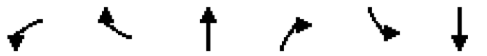
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	1	2	57	5	703	0	34	480	0
Future Vol, veh/h	0	1	3	1	2	57	5	703	0	34	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	13	3	0
Mvmt Flow	0	1	3	1	2	64	6	790	0	38	539	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1418	1417	539	1417	1417	790	539	0	0	790	0	0
Stage 1	616	616	-	801	801	-	-	-	-	-	-	-
Stage 2	802	801	-	616	616	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	116	138	546	116	138	390	1039	-	-	783	-	-
Stage 1	482	485	-	381	400	-	-	-	-	-	-	-
Stage 2	380	400	-	481	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	128	546	105	128	390	1039	-	-	783	-	-
Mov Cap-2 Maneuver	88	128	-	105	128	-	-	-	-	-	-	-
Stage 1	448	451	-	377	396	-	-	-	-	-	-	-
Stage 2	313	396	-	444	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.18	17.71	0.06	0.65
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	300	350	119	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.192	0.049	-	-
HCM Control Delay (s/veh)	8.5	0	-	17.2	17.7	9.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	2	58	20	8	47
Future Volume (vph)	10	2	58	20	8	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975		0.965			
Flt Protected	0.961					0.993
Satd. Flow (prot)	1197	0	1694	0	0	1809
Flt Permitted	0.961					0.993
Satd. Flow (perm)	1197	0	1694	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	0%	8%	9%	0%	5%
Adj. Flow (vph)	13	3	74	26	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	100	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

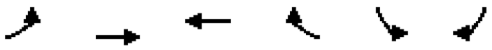
Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	2	58	20	8	47
Future Vol, veh/h	10	2	58	20	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	60	0	8	9	0	5
Mvmt Flow	13	3	74	26	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	168	87	0	0	100	0
Stage 1	87	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	4.04	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	705	977	-	-	1505	-
Stage 1	809	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	977	-	-	1505	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10	0	1.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	262	-
HCM Lane V/C Ratio	-	-	0.021	0.007	-
HCM Control Delay (s/veh)	-	-	10	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	288	264	88	93	34
Future Volume (vph)	26	288	264	88	93	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.966			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1833	1804	0	1805	1615
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1833	1804	0	1805	1615
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	2%	1%	0%	0%
Adj. Flow (vph)	28	310	284	95	100	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	338	379	0	100	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	288	264	88	93	34
Future Vol, veh/h	26	288	264	88	93	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	3	2	1	0	0
Mvmt Flow	28	310	284	95	100	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	697	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1158	-	-	-	410	715
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	398	715
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.68	0	15.24
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	149	-	-	-	398	715
HCM Lane V/C Ratio	0.024	-	-	-	0.251	0.051
HCM Control Delay (s/veh)	8.2	0	-	-	17	10.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	409	16	31	397	14	31
Future Volume (vph)	409	16	31	397	14	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.907	
Flt Protected				0.996	0.985	
Satd. Flow (prot)	1846	0	0	1838	1697	0
Flt Permitted				0.996	0.985	
Satd. Flow (perm)	1846	0	0	1838	1697	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	13%	15%	2%	0%	0%
Adj. Flow (vph)	460	18	35	446	16	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	481	51	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

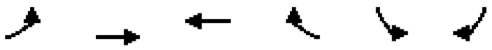
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	409	16	31	397	14	31
Future Vol, veh/h	409	16	31	397	14	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	13	15	2	0	0
Mvmt Flow	460	18	35	446	16	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	478	0	984	469
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.25	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1020	-	278	599
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	265	599
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.63	14.48
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	130	-
HCM Lane V/C Ratio	0.117	-	-	0.034	-
HCM Control Delay (s/veh)	14.5	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

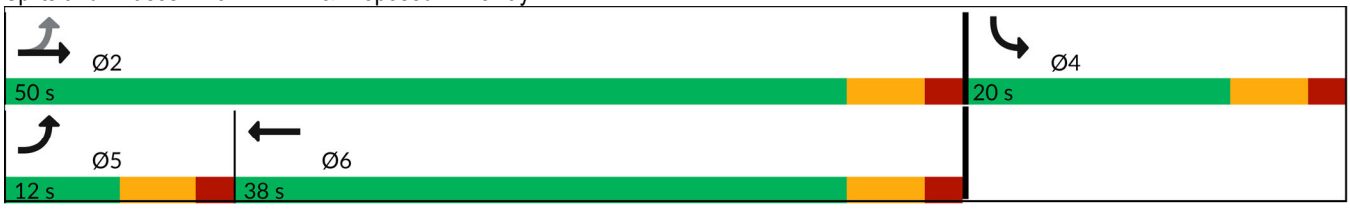


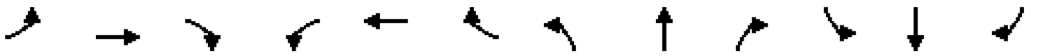
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	108	332	324	136	121	103
Future Volume (vph)	108	332	324	136	121	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.960		0.938	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1770	1863	1788	0	1702	0
Flt Permitted	0.238				0.974	
Satd. Flow (perm)	443	1863	1788	0	1702	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			40		55	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1913	1833		668	
Travel Time (s)		37.3	35.7		15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	361	352	148	132	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	361	500	0	244	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	20.0	20.0		20.0	
Total Split (s)	12.0	50.0	38.0		20.0	
Total Split (%)	17.1%	71.4%	54.3%		28.6%	
Maximum Green (s)	6.0	44.0	32.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	28.4	28.4	19.6		11.1	
Actuated g/C Ratio	0.54	0.54	0.37		0.21	
v/c Ratio	0.29	0.36	0.72		0.61	
Control Delay (s/veh)	7.3	7.5	20.5		24.6	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	7.3	7.5	20.5		24.6	
LOS	A	A	C		C	
Approach Delay (s/veh)		7.5	20.5		24.6	
Approach LOS		A	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 52.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Driveway



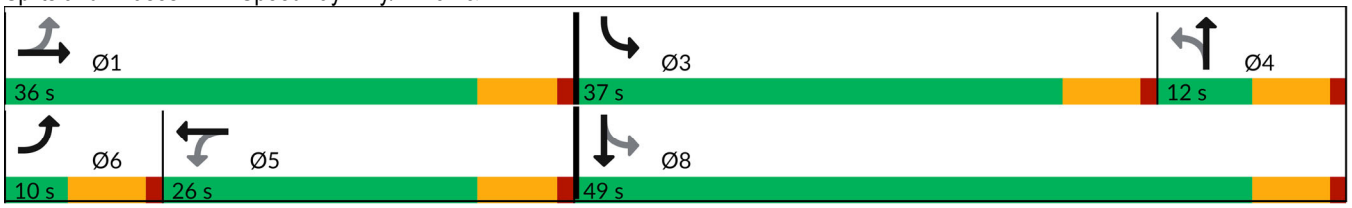


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	347	7	3	382	864	4	27	7	753	28	100
Future Volume (vph)	82	347	7	3	382	864	4	27	7	753	28	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.976			0.883	
Flt Protected	0.950							0.995		0.950		
Satd. Flow (prot)	1736	1876	0	0	1881	1599	0	1845	0	1770	1652	0
Flt Permitted	0.159				0.997			0.944		0.498		
Satd. Flow (perm)	290	1876	0	0	1876	1599	0	1751	0	928	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				900		7			104	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1833			466			147			1087	
Travel Time (s)		35.7			9.1			3.3			13.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	85	361	7	3	398	900	4	28	7	784	29	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	368	0	0	401	900	0	39	0	784	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	10.0	36.0		26.0	26.0		12.0	12.0		37.0	49.0	
Total Split (%)	11.8%	42.4%		30.6%	30.6%		14.1%	14.1%		43.5%	57.6%	
Maximum Green (s)	4.0	30.0		20.0	20.0		6.0	6.0		31.0	43.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	26.7	26.7			19.1	77.2		6.1		38.3	32.7	
Actuated g/C Ratio	0.35	0.35			0.25	1.00		0.08		0.50	0.42	
v/c Ratio	0.48	0.57			0.86	0.56		0.27		0.97	0.18	
Control Delay (s/veh)	28.3	25.0			50.4	1.4		37.1		47.2	4.3	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	28.3	25.0			50.4	1.4		37.1		47.2	4.3	
LOS	C	C			D	A		D		D	A	
Approach Delay (s/veh)		25.7			16.5			37.1			41.0	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 77.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 26.6		Intersection LOS: C	
Intersection Capacity Utilization 102.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1142	9	17	1289	4	11
Future Volume (vph)	1142	9	17	1289	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.999				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	1879	0	0	3571	1484	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	1879	0	0	3571	1484	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	25%	10%
Adj. Flow (vph)	1241	10	18	1401	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1251	0	0	1419	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

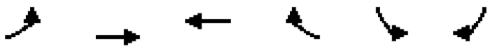
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1142	9	17	1289	4	11
Future Vol, veh/h	1142	9	17	1289	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	25	10
Mvmt Flow	1241	10	18	1401	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1251	0	1984	1246
Stage 1	-	-	-	-	1246	-
Stage 2	-	-	-	-	737	-
Critical Hdwy	-	-	4.1	-	6.975	6.35
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	-	-	2.2	-	3.7375	3.395
Pot Cap-1 Maneuver	-	-	563	-	49	200
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	389	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	563	-	46	200
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.75	45.12
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	-	-	47	-
HCM Lane V/C Ratio	0.154	-	-	0.033	-
HCM Control Delay (s/veh)	45.1	-	-	11.6	0.6
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1153	1304	3	4	2
Future Volume (vph)	0	1153	1304	3	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	3539	0	1756	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	3539	0	1756	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1267	1433	3	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1267	1436	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

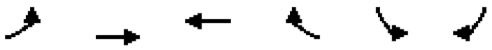
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1153	1304	3	4	2
Future Vol, veh/h	0	1153	1304	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1267	1433	3	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1436	0	-	0	2702	718
Stage 1	-	-	-	-	1435	-
Stage 2	-	-	-	-	1267	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	479	-	-	-	21	376
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	267	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	479	-	-	-	21	376
Mov Cap-2 Maneuver	-	-	-	-	21	-
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	267	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	155.88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	479	-	-	-	30
HCM Lane V/C Ratio	-	-	-	-	0.22
HCM Control Delay (s/veh)	0	-	-	-	155.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1157	1249	0	3	59
Future Volume (vph)	0	1157	1249	0	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	5036	3539	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	5036	3539	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	1258	1358	0	3	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1258	1358	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

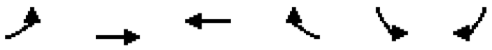
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1157	1249	0	3	59
Future Vol, veh/h	0	1157	1249	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1258	1358	0	3	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1861	679
Stage 1	-	-	-	-	1358	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	87	399
Stage 1	0	-	-	0	204	-
Stage 2	0	-	-	0	544	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	87	399
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	544	-

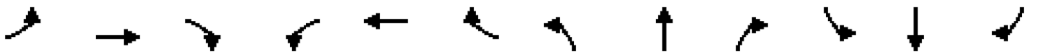
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	340
HCM Lane V/C Ratio	-	-	0.198
HCM Control Delay (s/veh)	-	-	18.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	1151	1248	40	0	0
Future Volume (vph)	10	1151	1248	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5037	3524	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5037	3524	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	11	1251	1357	43	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1262	1400	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

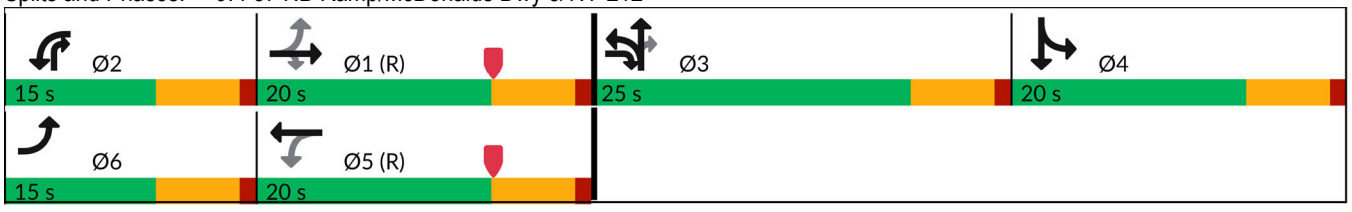


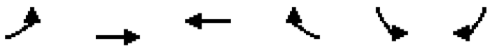
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	649	479	82	649	65	582	8	91	42	8	57
Future Volume (vph)	23	649	479	82	649	65	582	8	91	42	8	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850		0.868	
Flt Protected	0.950			0.950			0.950	0.954		0.950		
Satd. Flow (prot)	1805	1863	1482	1805	3465	0	1618	1627	1615	1805	1649	0
Flt Permitted	0.307			0.134			0.950	0.954		0.950		
Satd. Flow (perm)	583	1863	1482	255	3465	0	1618	1627	1615	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			499		11				123		59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	9%	0%	3%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	676	499	85	676	68	606	8	95	44	8	59
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	24	676	499	85	744	0	309	305	95	44	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	6	1	3	2	5		3	3	2	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	2	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	24.0	24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0	15.0	20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%	18.8%	25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0	9.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	33.1	28.8	54.2	38.0	34.7		18.2	18.2	26.1	6.6	6.6	
Actuated g/C Ratio	0.41	0.36	0.68	0.48	0.43		0.23	0.23	0.33	0.08	0.08	
v/c Ratio	0.08	1.01	0.43	0.34	0.49		0.84	0.82	0.16	0.30	0.35	
Control Delay (s/veh)	13.8	69.4	2.1	16.9	20.6		51.0	49.2	1.7	39.1	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.8	69.4	2.1	16.9	20.6		51.0	49.2	1.7	39.1	17.3	
LOS	B	E	A	B	C		D	D	A	D	B	
Approach Delay (s/veh)		40.3			20.2			43.6			25.9	
Approach LOS		D			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 34.7		Intersection LOS: C	
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	782	789	0	3	8
Future Volume (vph)	0	782	789	0	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1845	5085	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1845	5085	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	0	869	877	0	3	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	869	877	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

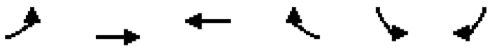
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↱	
Traffic Vol, veh/h	0	782	789	0	3	8
Future Vol, veh/h	0	782	789	0	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	869	877	0	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1746	438
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	112	488
Stage 1	0	-	-	0	298	-
Stage 2	0	-	-	0	403	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	112	488
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.84
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	255
HCM Lane V/C Ratio	-	-	0.048
HCM Control Delay (s/veh)	-	-	19.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	780	789	11	1	0
Future Volume (vph)	5	780	789	11	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	3533	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	3533	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	6	867	877	12	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	873	889	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

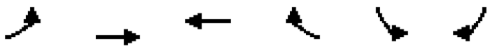
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	780	789	11	1	0
Future Vol, veh/h	5	780	789	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	867	877	12	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	889	0	-	0	1761	444
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	878	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	771	-	-	-	85	567
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	771	-	-	-	84	567
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	48.43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	84
HCM Lane V/C Ratio	0.007	-	-	-	0.013
HCM Control Delay (s/veh)	9.7	0	-	-	48.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	769	779	1	4	21
Future Volume (vph)	12	769	779	1	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt					0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	5033	3539	0	1670	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	5033	3539	0	1670	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	189		313	
Travel Time (s)		1.1	3.7		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	0%	0%	0%
Adj. Flow (vph)	13	854	866	1	4	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	867	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			

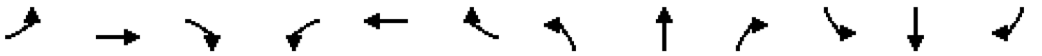
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	769	779	1	4	21
Future Vol, veh/h	12	769	779	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	13	854	866	1	4	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	867	0	-	0	1235	433
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	786	-	-	-	203	576
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	786	-	-	-	199	576
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	13.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	83	-	-	-	442
HCM Lane V/C Ratio	0.017	-	-	-	0.063
HCM Control Delay (s/veh)	9.7	0.2	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	514	253	64	574	1	205	0	49	3	0	2
Future Volume (vph)	7	514	253	64	574	1	205	0	49	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.946	
Flt Protected	0.950				0.995			0.950			0.971	
Satd. Flow (prot)	1805	1881	1568	0	3553	0	0	1736	1553	0	1745	0
Flt Permitted	0.387				0.772			0.754			0.853	
Satd. Flow (perm)	735	1881	1568	0	2757	0	0	1378	1553	0	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275						55		164	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		189			155			315			112	
Travel Time (s)		3.7			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	2%	1%	0%	4%	0%	4%	0%	0%	0%
Adj. Flow (vph)	8	559	275	70	624	1	223	0	53	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	559	275	0	695	0	0	223	53	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	31.6	28.7	28.7		33.7			14.0	23.5		14.0	
Actuated g/C Ratio	0.53	0.48	0.48		0.56			0.23	0.39		0.23	
v/c Ratio	0.02	0.62	0.31		0.44			0.70	0.08		0.01	
Control Delay (s/veh)	7.6	21.0	3.5		9.6			32.0	3.2		0.0	
Queue Delay	0.0	0.0	0.0		0.5			0.0	0.0		0.0	
Total Delay (s/veh)	7.6	21.0	3.5		10.1			32.0	3.2		0.0	
LOS	A	C	A		B			C	A		A	
Approach Delay (s/veh)		15.1			10.1			26.4				
Approach LOS		B			B			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	564	2	16	636	3	12
Future Volume (vph)	564	2	16	636	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.890	
Flt Protected				0.999	0.991	
Satd. Flow (prot)	3574	0	0	3537	1562	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3574	0	0	3537	1562	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	2%	0%	9%
Adj. Flow (vph)	606	2	17	684	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	608	0	0	701	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

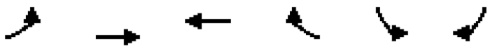
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	564	2	16	636	3	12
Future Vol, veh/h	564	2	16	636	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	9
Mvmt Flow	606	2	17	684	3	13

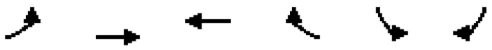
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	609	0	984	304
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.1	-	6.8	7.08
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	980	-	249	671
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	980	-	244	671
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	12.49
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	-	-	88	-
HCM Lane V/C Ratio	0.032	-	-	0.018	-
HCM Control Delay (s/veh)	12.5	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



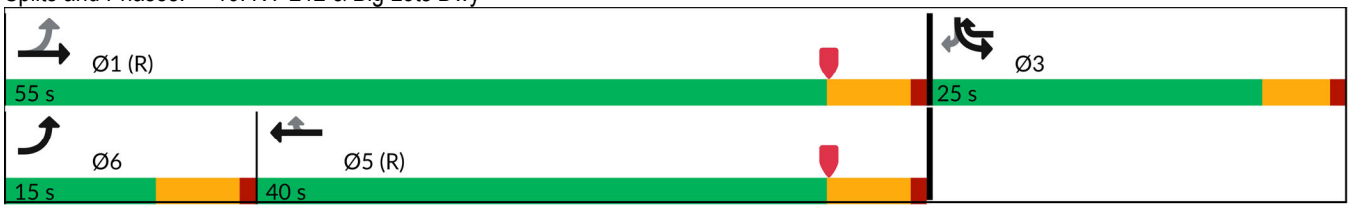
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	519	576	82	50	76
Future Volume (vph)	57	519	576	82	50	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3539	1615	1770	1615
Flt Permitted	0.371				0.950	
Satd. Flow (perm)	705	1881	3539	1615	1770	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89		83
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	62	564	626	89	54	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	564	626	89	54	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

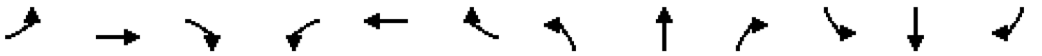


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.0	65.2	56.1	66.9	7.0	7.0
Actuated g/C Ratio	0.80	0.82	0.70	0.84	0.09	0.09
v/c Ratio	0.10	0.37	0.25	0.07	0.35	0.38
Control Delay (s/veh)	2.8	3.7	6.5	0.6	39.8	13.7
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.8	5.2	6.5	0.6	39.8	13.7
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		5.0	5.8		24.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	566	3	19	653	0	4	0	39	0	0	0
Future Volume (vph)	0	566	3	19	653	0	4	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.877				
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	1879	0	1805	1863	0	0	1660	0	0	1900	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	615	3	21	710	0	4	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	618	0	21	710	0	0	46	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

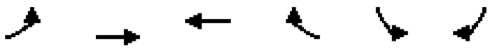
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	566	3	19	653	0	4	0	39	0	0	0
Future Vol, veh/h	0	566	3	19	653	0	4	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	615	3	21	710	0	4	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	618	0	0	1368	1368	617	1366	1370	710
Stage 1	-	-	-	-	-	-	617	617	-	751	751	-
Stage 2	-	-	-	-	-	-	751	751	-	615	618	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	899	-	-	972	-	-	125	148	494	126	148	437
Stage 1	-	-	-	-	-	-	481	485	-	406	421	-
Stage 2	-	-	-	-	-	-	406	421	-	482	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	899	-	-	972	-	-	123	145	494	112	145	437
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	145	-	112	145	-
Stage 1	-	-	-	-	-	-	481	485	-	397	412	-
Stage 2	-	-	-	-	-	-	397	412	-	440	484	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.25	15.63	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	899	-	-	972	-	-	-
HCM Lane V/C Ratio	0.121	-	-	-	0.021	-	-	-
HCM Control Delay (s/veh)	15.6	0	-	-	8.8	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

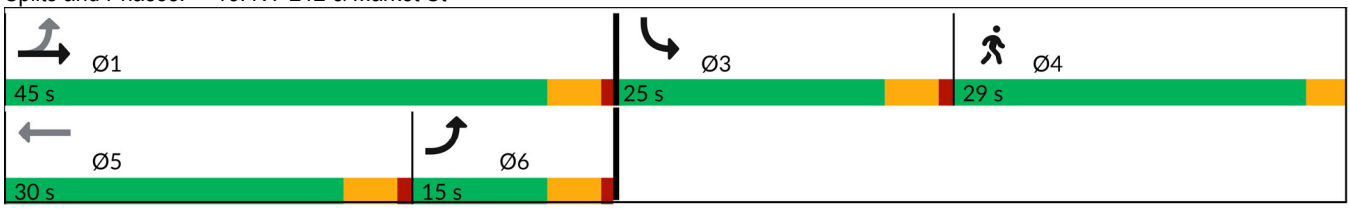


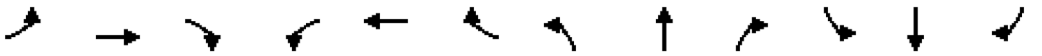
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	101	365	357	88	73	107	
Future Volume (vph)	101	365	357	88	73	107	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.973		0.920		
Flt Protected	0.950				0.980		
Satd. Flow (prot)	1787	1881	1849	0	1713	0	
Flt Permitted	0.386				0.980		
Satd. Flow (perm)	726	1881	1849	0	1713	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Adj. Flow (vph)	107	388	380	94	78	114	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	107	388	474	0	192	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		29.0
Total Split (s)	15.0	45.0	30.0		25.0		29.0
Total Split (%)	15.2%	45.5%	30.3%		25.3%		29%
Maximum Green (s)	10.0	40.0	25.0		20.0		26.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	Max	Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	40.1	40.1	28.3		11.1		
Actuated g/C Ratio	0.66	0.66	0.46		0.18		
v/c Ratio	0.17	0.32	0.56		0.62		
Control Delay (s/veh)	6.0	6.0	17.5		32.1		
Queue Delay	0.0	0.0	0.0		0.0		
Total Delay (s/veh)	6.0	6.0	17.5		32.1		
LOS	A	A	B		C		
Approach Delay (s/veh)		6.0	17.5		32.1		
Approach LOS		A	B		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 61.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 15.0		Intersection LOS: B	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





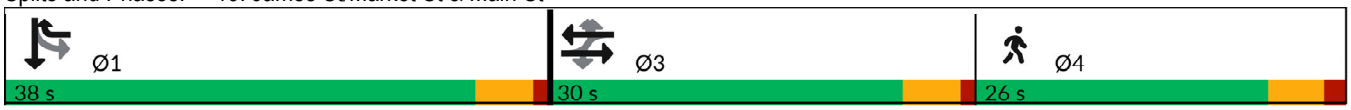
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	32	7	1	33	279	0	0	0	291	11	121
Future Volume (vph)	182	32	7	1	33	279	0	0	0	291	11	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850					0.961	
Flt Protected		0.960			0.999						0.967	
Satd. Flow (prot)	0	1762	0	0	1844	1568	0	0	0	0	1754	0
Flt Permitted		0.740			0.992						0.967	
Satd. Flow (perm)	0	1358	0	0	1831	1568	0	0	0	0	1754	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	10%	0%	0%	3%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	186	33	7	1	34	285	0	0	0	297	11	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	35	285	0	0	0	0	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.0			15.0	45.2					19.8	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.50			0.06	0.18					0.56	
Control Delay (s/veh)		17.8			12.2	0.3					13.0	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.8			12.2	0.3					13.0	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.8			1.6						13.0	
Approach LOS		B			A						B	

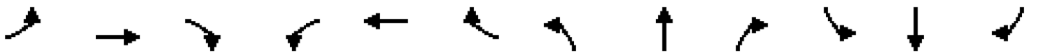
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 45.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



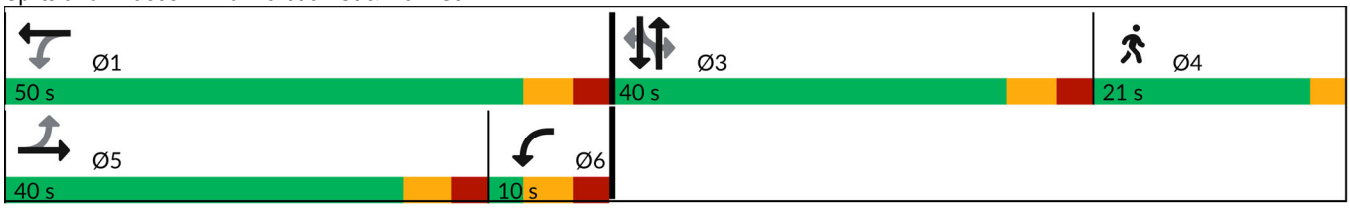
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	95	213	106	121	9	165	71	90	4	50	27
Future Volume (vph)	14	95	213	106	121	9	165	71	90	4	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911			0.995			0.963			0.954	
Flt Protected		0.998			0.978			0.975			0.998	
Satd. Flow (prot)	0	1722	0	0	1841	0	0	1761	0	0	1809	0
Flt Permitted		0.979			0.713			0.797			0.980	
Satd. Flow (perm)	0	1690	0	0	1342	0	0	1440	0	0	1776	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	97	217	108	123	9	168	72	92	4	51	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	240	0	0	332	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		18.0			18.0			20.9			20.9	
Actuated g/C Ratio		0.33			0.33			0.39			0.39	
v/c Ratio		0.58			0.54			0.59			0.12	
Control Delay (s/veh)		20.4			20.7			18.9			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.4			20.7			18.9			11.9	
LOS		C			C			B			B	
Approach Delay (s/veh)		20.4			20.7			18.9			11.9	
Approach LOS		C			C			B			B	

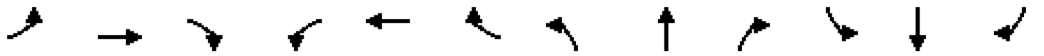
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 53.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.2		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

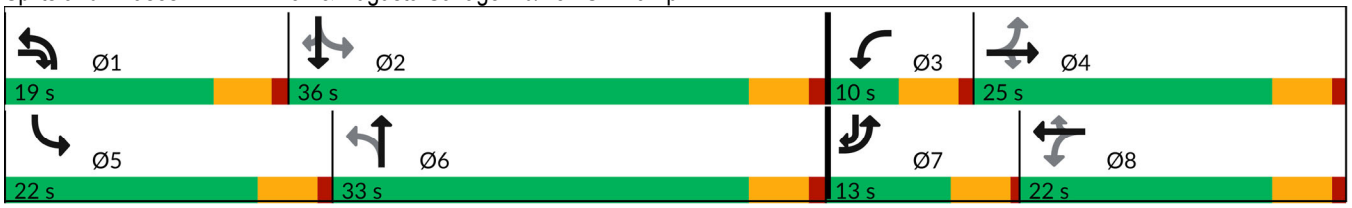


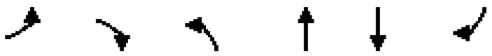
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	243	360	103	328	116	358	452	80	291	552	212
Future Volume (vph)	215	243	360	103	328	116	358	452	80	291	552	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.977				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1770	1900	1553	1805	3364	0	1752	1827	1615
Flt Permitted	0.181			0.519			0.129			0.356		
Satd. Flow (perm)	344	1900	1615	967	1900	1553	245	3364	0	657	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			145		23				89
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	4%	0%	5%	4%	3%	4%	0%
Adj. Flow (vph)	229	259	383	110	349	123	381	481	85	310	587	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	259	383	110	349	123	381	566	0	310	587	226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	8	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	4.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	4.0
Minimum Split (s)	8.5	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	8.5
Total Split (s)	13.0	25.0	19.0	10.0	22.0	22.0	19.0	33.0		22.0	36.0	13.0
Total Split (%)	14.4%	27.8%	21.1%	11.1%	24.4%	24.4%	21.1%	36.7%		24.4%	40.0%	14.4%
Maximum Green (s)	8.5	20.0	14.0	5.0	17.0	17.0	14.0	28.0		17.0	31.0	8.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	29.3	22.1	41.1	22.0	17.0	17.0	45.0	31.0		42.9	30.0	43.5
Actuated g/C Ratio	0.33	0.25	0.46	0.25	0.19	0.19	0.51	0.35		0.48	0.34	0.49
v/c Ratio	0.91	0.55	0.46	0.39	0.96	0.30	1.03	0.48		0.65	0.95	0.27
Control Delay (s/veh)	64.2	35.7	11.8	27.0	76.9	6.0	81.6	23.9		18.2	57.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	64.2	35.7	11.8	27.0	76.9	6.0	81.6	23.9		18.2	57.1	8.8
LOS	E	D	B	C	E	A	F	C		B	E	A
Approach Delay (s/veh)		32.7			52.5			47.1			36.7	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 41.1		Intersection LOS: D	
Intersection Capacity Utilization 94.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	4	778	1050	3
Future Volume (vph)	0	5	4	778	1050	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1881	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1010	
Travel Time (s)	7.8			9.5	12.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	5	4	802	1082	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	4	802	1085	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

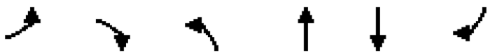
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	778	1050	3
Future Vol, veh/h	0	5	4	778	1050	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	5	4	802	1082	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1894	1084	1086	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	78	266	650	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	266	650	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.8	0.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	650	-	266	-	-
HCM Lane V/C Ratio	0.006	-	0.019	-	-
HCM Control Delay (s/veh)	10.6	-	18.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

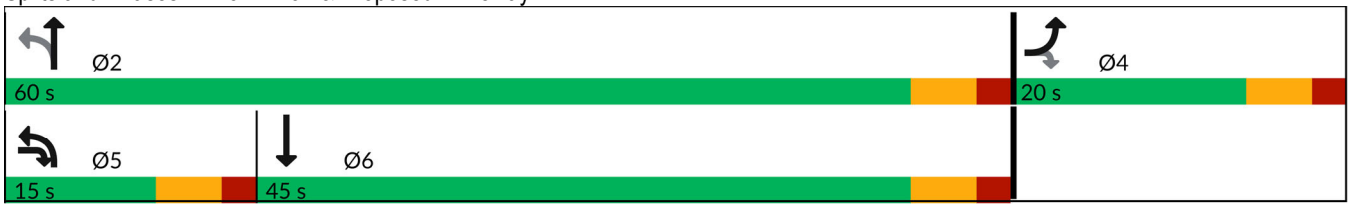


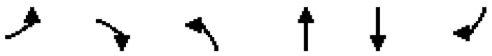
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	240	261	517	814	70
Future Volume (vph)	84	240	261	517	814	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1842	0
Flt Permitted	0.950		0.088			
Satd. Flow (perm)	1770	1583	164	1863	1842	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		98			8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	547			1010	1610	
Travel Time (s)	12.4			12.5	20.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	261	284	562	885	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	261	284	562	961	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	10.0	10.0	20.0	20.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	9.1	21.4	54.5	56.0	39.4	
Actuated g/C Ratio	0.12	0.29	0.75	0.77	0.54	
v/c Ratio	0.41	0.49	0.88	0.39	0.96	
Control Delay (s/veh)	36.2	15.5	47.8	5.3	41.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.2	15.5	47.8	5.3	41.0	
LOS	D	B	D	A	D	
Approach Delay (s/veh)	20.9			19.6	41.0	
Approach LOS	C			B	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 29.3		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2	599	884	0
Future Volume (vph)	0	0	2	599	884	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	1881	1900	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1881	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1610	1997	
Travel Time (s)	14.8			20.0	24.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	0	2	624	921	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	626	921	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	599	884	0
Future Vol, veh/h	0	0	2	599	884	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	2	624	921	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1549	921	921	0	-	0
Stage 1	921	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	331	750	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	331	750	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.03	0
HCM LOS	A		

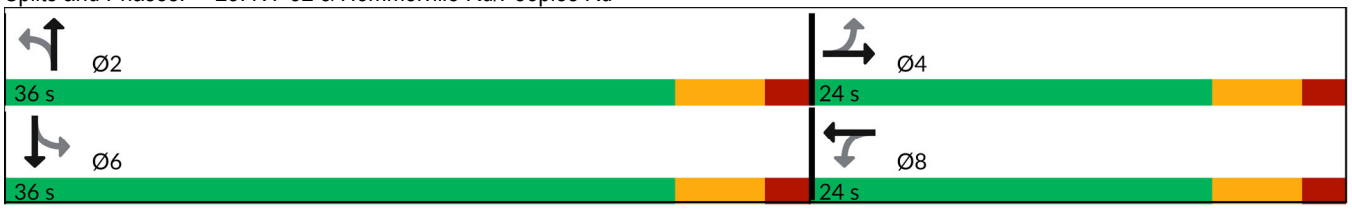
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	9.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	11	5	56	3	28	11	530	58	57	823	1
Future Volume (vph)	1	11	5	56	3	28	11	530	58	57	823	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.956			0.987				
Flt Protected		0.998			0.969			0.999			0.997	
Satd. Flow (prot)	0	1818	0	0	1674	0	0	1815	0	0	1839	0
Flt Permitted		0.975			0.793			0.978			0.923	
Satd. Flow (perm)	0	1777	0	0	1370	0	0	1777	0	0	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			33			13				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	8%	0%	0%	0%	3%	6%	3%	3%	0%
Adj. Flow (vph)	1	13	6	65	3	33	13	616	67	66	957	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	101	0	0	696	0	0	1024	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	24.0	24.0		24.0	24.0		36.0	36.0		36.0	36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.0			8.0			32.2			32.2	
Actuated g/C Ratio		0.17			0.17			0.67			0.67	
v/c Ratio		0.07			0.39			0.58			0.89	
Control Delay (s/veh)		15.2			18.3			9.2			25.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.2			18.3			9.2			25.2	
LOS		B			B			A			C	
Approach Delay (s/veh)		15.2			18.3			9.2			25.2	
Approach LOS		B			B			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 47.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



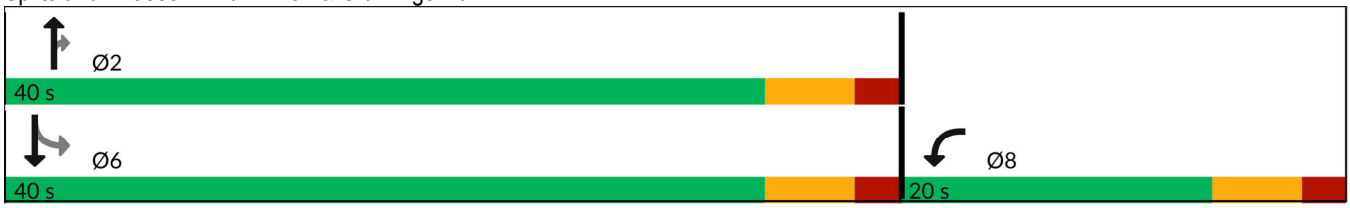


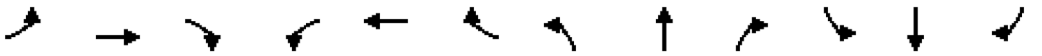
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	116	0	434	124	3	764
Future Volume (vph)	116	0	434	124	3	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1881	1568	0	1881
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	0	1881	1568	0	1877
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				129		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.96
Heavy Vehicles (%)	2%	0%	1%	3%	0%	1%
Adj. Flow (vph)	121	0	452	129	3	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	0	452	129	0	799
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	9.8		27.0	27.0		27.0
Actuated g/C Ratio	0.23		0.64	0.64		0.64
v/c Ratio	0.30		0.38	0.12		0.66
Control Delay (s/veh)	20.3		7.2	1.7		11.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	20.3		7.2	1.7		11.4
LOS	C		A	A		B
Approach Delay (s/veh)	20.3		5.9			11.4
Approach LOS	C		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 42.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	1	38	2	432	0	35	766	0
Future Volume (vph)	0	0	1	0	1	38	2	432	0	35	766	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.868							
Flt Protected											0.998	
Satd. Flow (prot)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	1644	0	0	1649	0	0	1881	0	0	1876	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	1%	0%
Adj. Flow (vph)	0	0	1	0	1	41	2	465	0	38	824	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	42	0	0	467	0	0	862	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	0	1	38	2	432	0	35	766	0
Future Vol, veh/h	0	0	1	0	1	38	2	432	0	35	766	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	3	1	0
Mvmt Flow	0	0	1	0	1	41	2	465	0	38	824	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1368	1368	824	1368	1368	465	824	0	0	465	0	0
Stage 1	899	899	-	469	469	-	-	-	-	-	-	-
Stage 2	469	469	-	899	899	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	125	148	376	125	148	602	815	-	-	1092	-	-
Stage 1	336	360	-	579	564	-	-	-	-	-	-	-
Stage 2	578	564	-	336	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	138	376	117	138	602	815	-	-	1092	-	-
Mov Cap-2 Maneuver	108	138	-	117	138	-	-	-	-	-	-	-
Stage 1	315	337	-	577	562	-	-	-	-	-	-	-
Stage 2	536	562	-	314	337	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.6	12.03	0.04	0.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	376	554	79	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.076	0.034	-	-
HCM Control Delay (s/veh)	9.4	0	-	14.6	12	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	1	47	19	2	46
Future Volume (vph)	15	1	47	19	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.961			
Flt Protected	0.955					0.998
Satd. Flow (prot)	1800	0	1760	0	0	1809
Flt Permitted	0.955					0.998
Satd. Flow (perm)	1800	0	1760	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	2%	8%	0%	5%
Adj. Flow (vph)	17	1	54	22	2	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	76	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

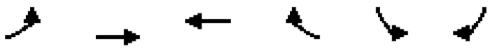
Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	1	47	19	2	46
Future Vol, veh/h	15	1	47	19	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	8	0	5
Mvmt Flow	17	1	54	22	2	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	65	0	0	76	0
Stage 1	65	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	878	1005	-	-	1536	-
Stage 1	963	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1005	-	-	1536	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.16	0	0.31
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	75	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Control Delay (s/veh)	-	-	9.2	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	253	217	85	98	38
Future Volume (vph)	40	253	217	85	98	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	45
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962			0.850
Flt Protected		0.993			0.950	
Satd. Flow (prot)	0	1871	1795	0	1787	1553
Flt Permitted		0.993			0.950	
Satd. Flow (perm)	0	1871	1795	0	1787	1553
Link Speed (mph)		40	40		40	
Link Distance (ft)		320	444		372	
Travel Time (s)		5.5	7.6		6.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	4%	1%	4%
Adj. Flow (vph)	41	261	224	88	101	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	302	312	0	101	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	253	217	85	98	38
Future Vol, veh/h	40	253	217	85	98	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	45
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	4	1	4
Mvmt Flow	41	261	224	88	101	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	611	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	4.1	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	1261	-	-	-	459	766
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	441	766
Mov Cap-2 Maneuver	-	-	-	-	441	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.09	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	246	-	-	-	441	766
HCM Lane V/C Ratio	0.033	-	-	-	0.229	0.051
HCM Control Delay (s/veh)	8	0	-	-	15.6	10
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	14	24	335	18	23
Future Volume (vph)	365	14	24	335	18	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.925	
Flt Protected				0.997	0.978	
Satd. Flow (prot)	1862	0	0	1864	1580	0
Flt Permitted				0.997	0.978	
Satd. Flow (perm)	1862	0	0	1864	1580	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	553			461	352	
Travel Time (s)	10.8			9.0	6.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	15%	10%	1%	6%	11%
Adj. Flow (vph)	380	15	25	349	19	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	395	0	0	374	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

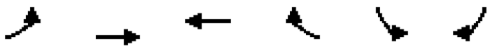
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	14	24	335	18	23
Future Vol, veh/h	365	14	24	335	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	15	10	1	6	11
Mvmt Flow	380	15	25	349	19	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	395	0	786	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.2	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.29	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	1122	-	355	641
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1122	-	345	641
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	120	-
HCM Lane V/C Ratio	0.092	-	-	0.022	-
HCM Control Delay (s/veh)	13.5	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

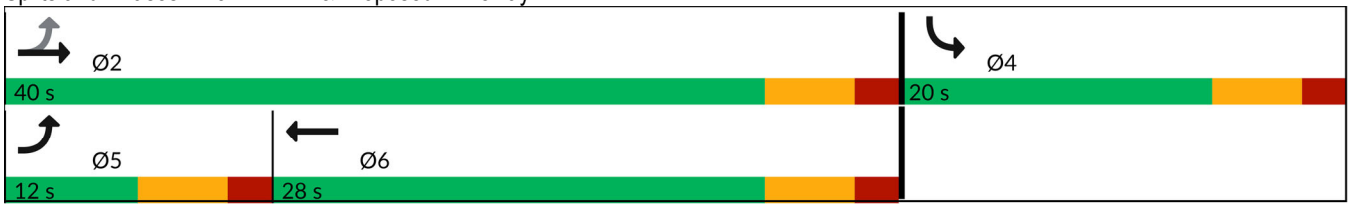


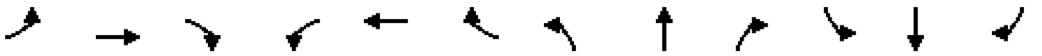
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	305	271	83	83	87
Future Volume (vph)	83	305	271	83	83	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.931	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1770	1863	1803	0	1693	0
Flt Permitted	0.302				0.976	
Satd. Flow (perm)	563	1863	1803	0	1693	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			29		83	
Link Speed (mph)		35	35		30	
Link Distance (ft)		1924	1819		651	
Travel Time (s)		37.5	35.4		14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	332	295	90	90	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	332	385	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	22.0	22.0		22.0	
Total Split (s)	12.0	40.0	28.0		20.0	
Total Split (%)	20.0%	66.7%	46.7%		33.3%	
Maximum Green (s)	6.0	34.0	22.0		14.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)	20.9	21.6	16.2		10.9	
Actuated g/C Ratio	0.53	0.54	0.41		0.27	
v/c Ratio	0.16	0.33	0.51		0.35	
Control Delay (s/veh)	6.2	7.0	14.8		13.1	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	6.2	7.0	14.8		13.1	
LOS	A	A	B		B	
Approach Delay (s/veh)		6.8	14.8		13.1	
Approach LOS		A	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 39.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: NY-212 & Proposed Driveway



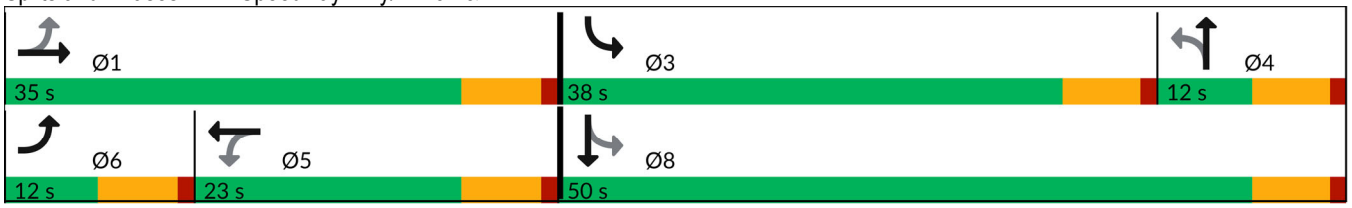


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	314	7	11	260	736	3	37	4	676	34	79
Future Volume (vph)	66	314	7	11	260	736	3	37	4	676	34	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	0		0	0		0	0		125
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988			0.895	
Flt Protected	0.950				0.998			0.997		0.950		
Satd. Flow (prot)	1626	1894	0	0	1861	1615	0	1781	0	1787	1654	0
Flt Permitted	0.272				0.973			0.965		0.482		
Satd. Flow (perm)	466	1894	0	0	1814	1615	0	1724	0	907	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				775		4			83	
Link Speed (mph)		35			35			30			55	
Link Distance (ft)		1819			466			147			1087	
Travel Time (s)		35.4			9.1			3.3			13.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	0%	0%	2%	0%	0%	6%	0%	1%	0%	4%
Adj. Flow (vph)	69	331	7	12	274	775	3	39	4	712	36	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	338	0	0	286	775	0	46	0	712	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	6	1			5			4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5		Free	4			8		
Detector Phase	6	1		5	5		4	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	12.0	35.0		23.0	23.0		12.0	12.0		38.0	50.0	
Total Split (%)	14.1%	41.2%		27.1%	27.1%		14.1%	14.1%		44.7%	58.8%	
Maximum Green (s)	6.0	29.0		17.0	17.0		6.0	6.0		32.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	24.1	24.1			15.4	72.3		6.5		35.1	32.2	
Actuated g/C Ratio	0.33	0.33			0.21	1.00		0.09		0.49	0.45	
v/c Ratio	0.27	0.53			0.74	0.48		0.29		0.90	0.15	
Control Delay (s/veh)	21.5	24.5			43.9	1.0		39.7		33.1	4.8	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)	21.5	24.5			43.9	1.0		39.7		33.1	4.8	
LOS	C	C			D	A		D		C	A	
Approach Delay (s/veh)		24.0			12.6			39.7			29.1	
Approach LOS		C			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 72.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 20.9		Intersection LOS: C	
Intersection Capacity Utilization 90.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Speedway Dwy/NY-32 & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1036	2	12	1024	1	19
Future Volume (vph)	1036	2	12	1024	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt					0.871	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1881	0	0	3571	1652	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1881	0	0	3571	1652	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	466			718	378	
Travel Time (s)	9.1			14.0	8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1079	2	13	1067	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1081	0	0	1080	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

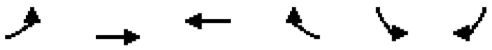
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1036	2	12	1024	1	19
Future Vol, veh/h	1036	2	12	1024	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1079	2	13	1067	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1639	1080
Stage 1	-	-	-	-	1080	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	653	-	102	267
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	653	-	99	267
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	20.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	-	-	42	-
HCM Lane V/C Ratio	0.084	-	-	0.019	-
HCM Control Delay (s/veh)	20.9	-	-	10.6	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1054	1036	6	1	0
Future Volume (vph)	0	1054	1036	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	3571	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	3571	0	1805	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		718	64		175	
Travel Time (s)		14.0	1.2		4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1109	1091	6	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1109	1097	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

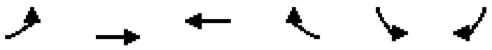
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1054	1036	6	1	0
Future Vol, veh/h	0	1054	1036	6	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1109	1091	6	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1097	0	-	0	2203	548
Stage 1	-	-	-	-	1094	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	644	-	-	-	44	485
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	644	-	-	-	44	485
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	318	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	88.88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	644	-	-	-	44
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s/veh)	0	-	-	-	88.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1054	992	0	12	50
Future Volume (vph)	0	1054	992	0	12	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt					0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	5136	3574	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	5136	3574	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		64	77		60	
Travel Time (s)		1.2	1.5		1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1121	1055	0	13	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1121	1055	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

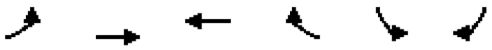
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1054	992	0	12	50
Future Vol, veh/h	0	1054	992	0	12	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1121	1055	0	13	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1504	528
Stage 1	-	-	-	-	1055	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	141	500
Stage 1	0	-	-	0	293	-
Stage 2	0	-	-	0	581	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	141	500
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	581	-

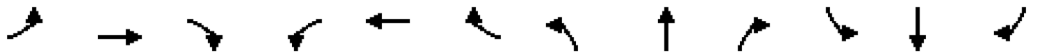
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.34
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	335
HCM Lane V/C Ratio	-	-	0.197
HCM Control Delay (s/veh)	-	-	18.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1066	992	32	0	0
Future Volume (vph)	0	1066	992	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	5136	3557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5136	3557	0	0	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		77	126		70	
Travel Time (s)		1.5	2.5		1.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	1134	1055	34	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1134	1089	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

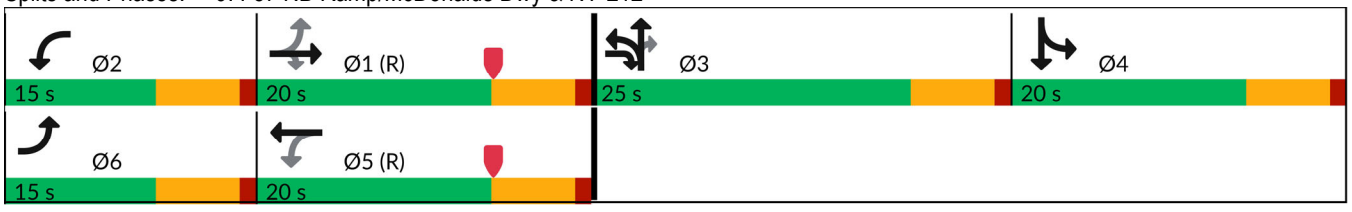


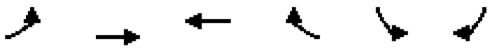
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	611	395	64	552	54	416	13	74	51	6	56
Future Volume (vph)	60	611	395	64	552	54	416	13	74	51	6	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		215	0		0
Storage Lanes	1		1	1		0	1		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.987				0.850		0.864	
Flt Protected	0.950			0.950			0.950	0.955		0.950		
Satd. Flow (prot)	1805	1881	1615	1805	3531	0	1698	1708	1615	1805	1642	0
Flt Permitted	0.336			0.140			0.950	0.955		0.950		
Satd. Flow (perm)	638	1881	1615	266	3531	0	1698	1708	1615	1805	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			407		11				205		58	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		126			86			552			107	
Travel Time (s)		2.5			1.7			12.5			2.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	630	407	66	569	56	429	13	76	53	6	58
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	62	630	407	66	625	0	219	223	76	53	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	6	1	3	2	5		3	3		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5					3			
Detector Phase	6	1	3	2	5		3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0		11.0	11.0	11.0	24.0	24.0	
Total Split (s)	15.0	20.0	25.0	15.0	20.0		25.0	25.0	25.0	20.0	20.0	
Total Split (%)	18.8%	25.0%	31.3%	18.8%	25.0%		31.3%	31.3%	31.3%	25.0%	25.0%	
Maximum Green (s)	9.0	14.0	19.0	9.0	14.0		19.0	19.0	19.0	14.0	14.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	3.0	2.0	2.0		3.0	3.0	3.0	2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	36.0	30.8	54.4	36.2	30.9		16.4	16.4	16.4	6.9	6.9	
Actuated g/C Ratio	0.45	0.39	0.68	0.45	0.39		0.21	0.21	0.21	0.09	0.09	
v/c Ratio	0.16	0.87	0.33	0.28	0.46		0.63	0.64	0.15	0.34	0.33	
Control Delay (s/veh)	14.4	44.4	1.8	16.4	23.0		37.0	37.3	0.7	39.7	16.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.4	44.4	1.8	16.4	23.0		37.0	37.3	0.7	39.7	16.1	
LOS	B	D	A	B	C		D	D	A	D	B	
Approach Delay (s/veh)		26.9			22.4			31.8			26.8	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 26.7		Intersection LOS: C	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-87 NB Ramp/McDonalds Dwy & NY-212





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	737	667	0	4	3
Future Volume (vph)	0	737	667	0	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Frt					0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1881	5136	0	1740	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1881	5136	0	1740	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		86	62		85	
Travel Time (s)		1.7	1.2		1.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	760	688	0	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	688	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

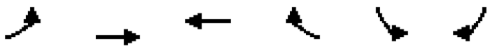
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↑		↾	
Traffic Vol, veh/h	0	737	667	0	4	3
Future Vol, veh/h	0	737	667	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	760	688	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1447	344
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	-	-	-	-	6.05	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.65	3.9
Pot Cap-1 Maneuver	0	-	-	0	165	561
Stage 1	0	-	-	0	388	-
Stage 2	0	-	-	0	453	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	165	561
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.68
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	237
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s/veh)	-	-	20.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	737	667	4	0	0
Future Volume (vph)	4	737	667	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1881	3571	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	3571	0	1900	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		62	55		109	
Travel Time (s)		1.2	1.1		2.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	4	760	688	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	764	692	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

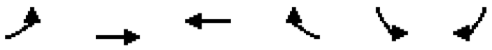
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	737	667	4	0	0
Future Vol, veh/h	4	737	667	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	760	688	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1458	346
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	913	-	-	-	133	656
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	913	-	-	-	132	656
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	461	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	726	656	10	1	16
Future Volume (vph)	11	726	656	10	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Frt			0.998		0.872	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	5131	3568	0	1652	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	5131	3568	0	1652	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		55	106		313	
Travel Time (s)		1.1	2.1		7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	12	764	691	11	1	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	776	702	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

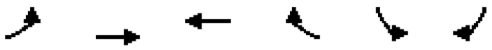
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	726	656	10	1	16
Future Vol, veh/h	11	726	656	10	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	764	691	11	1	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	701	0	-	0	1025	351
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	905	-	-	-	268	652
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	264	652
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	11.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	81	-	-	-	600
HCM Lane V/C Ratio	0.013	-	-	-	0.03
HCM Control Delay (s/veh)	9	0.1	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Volume (vph)	0	727	657	0	0	9
Future Volume (vph)	0	727	657	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5136	3574	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	5136	3574	0	0	1644
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	82		88	
Travel Time (s)		2.1	1.6		2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	790	714	0	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	790	714	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			

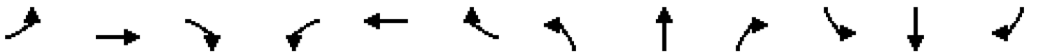
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	727	657	0	0	9
Future Vol, veh/h	0	727	657	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	790	714	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	357
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	645
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.67
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	645
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s/veh)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	476	239	47	459	6	196	1	46	3	1	2
Future Volume (vph)	12	476	239	47	459	6	196	1	46	3	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		115	0		0
Storage Lanes	1		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.955	
Flt Protected	0.950				0.995			0.953			0.976	
Satd. Flow (prot)	1805	1881	1615	0	3553	0	0	1775	1615	0	1771	0
Flt Permitted	0.443				0.860			0.724			0.871	
Satd. Flow (perm)	842	1881	1615	0	3071	0	0	1349	1615	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260		2				55		2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		82			155			315			112	
Travel Time (s)		1.6			3.0			7.2			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	517	260	51	499	7	213	1	50	3	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	517	260	0	557	0	0	214	50	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	6	1		2	5			3	2		3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1		1	5			3		3	3		
Detector Phase	6	1	1	2	5		3	3	2	3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		4.0	4.0	3.0	4.0	4.0	
Minimum Split (s)	9.0	16.0	16.0	9.0	16.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0		25.0	25.0	15.0	25.0	25.0	
Total Split (%)	25.0%	33.3%	33.3%	25.0%	33.3%		41.7%	41.7%	25.0%	41.7%	41.7%	
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0		20.0	20.0	9.0	20.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0			5.0	6.0		5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	31.8	28.8	28.8		33.9			13.8	23.4		13.8	
Actuated g/C Ratio	0.53	0.48	0.48		0.57			0.23	0.39		0.23	
v/c Ratio	0.02	0.57	0.29		0.32			0.69	0.08		0.02	
Control Delay (s/veh)	7.5	19.5	3.4		8.3			32.1	3.0		13.0	
Queue Delay	0.0	0.0	0.0		0.3			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	19.5	3.4		8.6			32.1	3.0		13.0	
LOS	A	B	A		A			C	A		B	
Approach Delay (s/veh)		14.0			8.6			26.6			13.0	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Kings Hwy/Buns Burger Dwy & NY-212





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	520	6	17	508	3	14
Future Volume (vph)	520	6	17	508	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.998				0.886	
Flt Protected				0.998	0.992	
Satd. Flow (prot)	3568	0	0	3568	1670	0
Flt Permitted				0.998	0.992	
Satd. Flow (perm)	3568	0	0	3568	1670	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	155			106	139	
Travel Time (s)	3.0			2.1	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	578	7	19	564	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	585	0	0	583	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

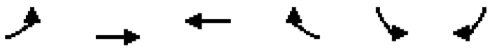
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	520	6	17	508	3	14
Future Vol, veh/h	520	6	17	508	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	578	7	19	564	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	584	0	901	292
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1000	-	281	710
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1000	-	275	710
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	555	-	-	117	-
HCM Lane V/C Ratio	0.034	-	-	0.019	-
HCM Control Delay (s/veh)	11.7	-	-	8.7	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

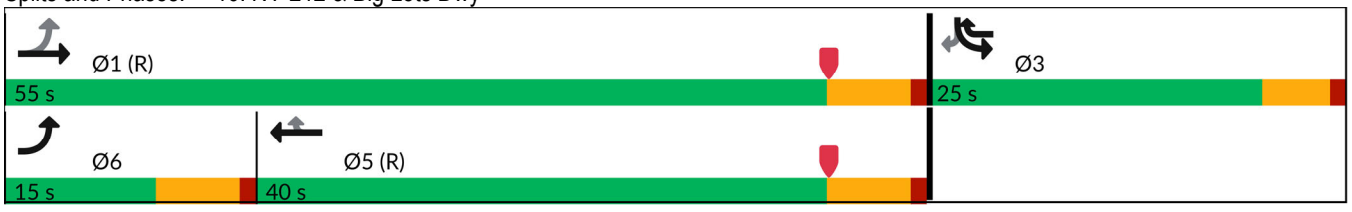


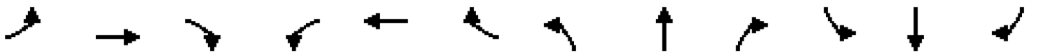
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	452	432	77	48	92
Future Volume (vph)	82	452	432	77	48	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			220	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1881	3574	1615	1805	1615
Flt Permitted	0.433				0.950	
Satd. Flow (perm)	823	1881	3574	1615	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		100
Link Speed (mph)		35	35		30	
Link Distance (ft)		106	449		248	
Travel Time (s)		2.1	8.7		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	89	491	470	84	52	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	491	470	84	52	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	6	1	5	3	3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	1			5		3
Detector Phase	6	1	5	3	3	3
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	23.0	23.0	23.0
Total Split (s)	15.0	55.0	40.0	25.0	25.0	25.0
Total Split (%)	18.8%	68.8%	50.0%	31.3%	31.3%	31.3%
Maximum Green (s)	9.0	49.0	34.0	20.0	20.0	20.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	64.1	65.3	55.9	66.6	6.9	6.9
Actuated g/C Ratio	0.80	0.82	0.70	0.83	0.09	0.09
v/c Ratio	0.12	0.32	0.19	0.06	0.34	0.43
Control Delay (s/veh)	2.7	3.3	6.2	0.6	39.6	13.9
Queue Delay	0.0	1.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	4.6	6.2	0.6	39.6	13.9
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		4.3	5.4		22.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: NY-212 & Big Lots Dwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	497	2	17	502	0	4	0	37	2	0	1
Future Volume (vph)	1	497	2	17	502	0	4	0	37	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	255		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.878			0.955	
Flt Protected				0.950				0.995			0.968	
Satd. Flow (prot)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Flt Permitted				0.950				0.995			0.968	
Satd. Flow (perm)	0	1879	0	1805	1881	0	0	1616	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		449			486			292			305	
Travel Time (s)		8.7			9.5			6.6			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	529	2	18	534	0	4	0	39	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	18	534	0	0	43	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

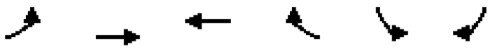
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕		↰	↑			⇕			⇕	
Traffic Vol, veh/h	1	497	2	17	502	0	4	0	37	2	0	1
Future Vol, veh/h	1	497	2	17	502	0	4	0	37	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	255	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	3	0	0	0
Mvmt Flow	1	529	2	18	534	0	4	0	39	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	531	0	0	1102	1102	530	1101	1103	534
Stage 1	-	-	-	-	-	-	532	532	-	570	570	-
Stage 2	-	-	-	-	-	-	570	570	-	531	533	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1047	-	-	191	213	547	191	213	550
Stage 1	-	-	-	-	-	-	535	529	-	510	508	-
Stage 2	-	-	-	-	-	-	510	508	-	536	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1047	-	-	187	209	547	174	209	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	209	-	174	209	-
Stage 1	-	-	-	-	-	-	534	528	-	501	500	-
Stage 2	-	-	-	-	-	-	500	500	-	496	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.28	13.64	21.21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	4	-	-	1047	-	-	225
HCM Lane V/C Ratio	0.095	0.001	-	-	0.017	-	-	0.014
HCM Control Delay (s/veh)	13.6	8.5	0	-	8.5	-	-	21.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

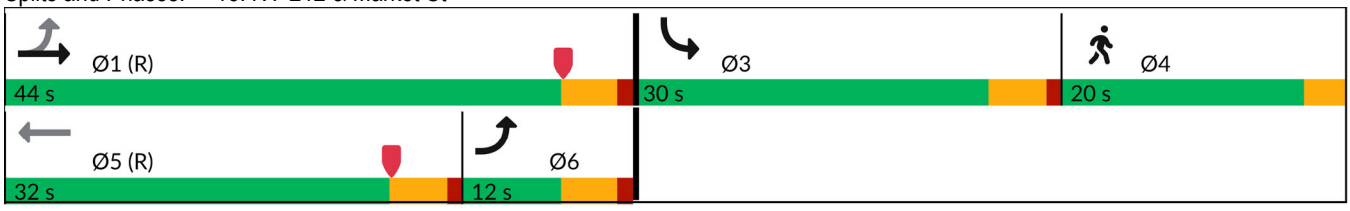


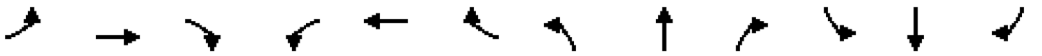
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	67	336	361	50	57	66	
Future Volume (vph)	67	336	361	50	57	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	110			0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.984		0.928		
Flt Protected	0.950				0.977		
Satd. Flow (prot)	1805	1881	1853	0	1723	0	
Flt Permitted	0.451				0.977		
Satd. Flow (perm)	857	1881	1853	0	1723	0	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		406	409		236		
Travel Time (s)		9.2	9.3		5.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	
Adj. Flow (vph)	75	378	406	56	64	74	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	75	378	462	0	138	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	6	1			3		4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Permitted Phases	1		5				
Detector Phase	6	1	5		3		
Switch Phase							
Minimum Initial (s)	3.0	10.0	10.0		5.0		5.0
Minimum Split (s)	8.0	15.0	15.0		10.0		20.0
Total Split (s)	12.0	44.0	32.0		30.0		20.0
Total Split (%)	12.8%	46.8%	34.0%		31.9%		21%
Maximum Green (s)	7.0	39.0	27.0		25.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0		3.0
All-Red Time (s)	1.0	1.0	1.0		1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.0	5.0	5.0		5.0		
Lead/Lag	Lag		Lead		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0		0.2
Recall Mode	None	C-Max	C-Max		None		None
Walk Time (s)							7.0
Flash Don't Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	72.1	72.1	62.5		11.9		
Actuated g/C Ratio	0.77	0.77	0.66		0.13		
v/c Ratio	0.10	0.26	0.38		0.63		
Control Delay (s/veh)	3.9	4.2	9.5		51.3		
Queue Delay	0.0	0.0	0.8		0.0		
Total Delay (s/veh)	3.9	4.2	10.3		51.3		
LOS	A	A	B		D		
Approach Delay (s/veh)		4.1	10.3		51.3		
Approach LOS		A	B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: NY-212 & Market St





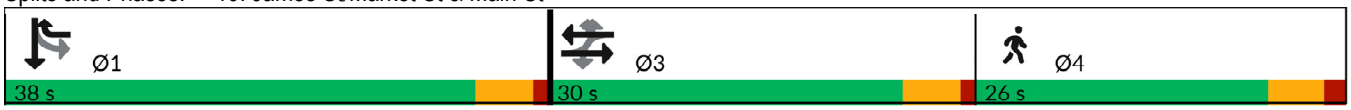
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	41	3	7	33	253	0	0	0	253	6	116
Future Volume (vph)	152	41	3	7	33	253	0	0	0	253	6	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		185	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850					0.958	
Flt Protected		0.963			0.991						0.967	
Satd. Flow (prot)	0	1812	0	0	1883	1599	0	0	0	0	1748	0
Flt Permitted		0.744			0.941						0.967	
Satd. Flow (perm)	0	1400	0	0	1788	1599	0	0	0	0	1748	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			467			215			409	
Travel Time (s)		6.2			10.6			4.9			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	47	3	8	38	288	0	0	0	288	7	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	0	0	46	288	0	0	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1				1	2	
Detector Template	Left	Thru		Left	Thru	Right				Left	Thru	
Leading Detector (ft)	20	100		20	100	20				20	100	
Trailing Detector (ft)	0	0		0	0	0				0	0	
Detector 1 Position(ft)	0	0		0	0	0				0	0	
Detector 1 Size(ft)	20	6		20	6	20				20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0				0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		Perm	NA	custom				Perm	NA	
Protected Phases		3			3	1					1	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3			3		3				1		
Detector Phase	3	3		3	3	1				1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	10.0				10.0	10.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	15.0				15.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	38.0				38.0	38.0	
Total Split (%)	31.9%	31.9%		31.9%	31.9%	40.4%				40.4%	40.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0	33.0				33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0				1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0					0.0	
Total Lost Time (s)		5.0			5.0	5.0					5.0	
Lead/Lag	Lead	Lead		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	
Recall Mode	None	None		None	None	Min				Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.7			14.7	44.6					19.6	
Actuated g/C Ratio		0.33			0.33	1.00					0.44	
v/c Ratio		0.48			0.08	0.18					0.56	
Control Delay (s/veh)		17.3			12.3	0.2					12.7	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay (s/veh)		17.3			12.3	0.2					12.7	
LOS		B			B	A					B	
Approach Delay (s/veh)		17.3			1.9						12.7	
Approach LOS		B			A						B	

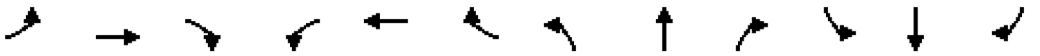
Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 44.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: James St/Market St & Main St



Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	6.5
Total Split (s)	26.0
Total Split (%)	28%
Maximum Green (s)	20.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	8.0
Flash Don't Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



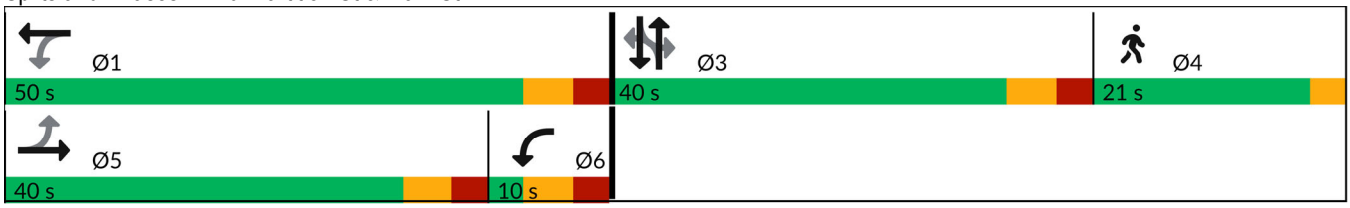
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	100	183	93	118	1	161	29	84	1	48	16
Future Volume (vph)	11	100	183	93	118	1	161	29	84	1	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916			0.999			0.959			0.967	
Flt Protected		0.998			0.978			0.971			0.999	
Satd. Flow (prot)	0	1720	0	0	1838	0	0	1769	0	0	1835	0
Flt Permitted		0.981			0.717			0.777			0.995	
Satd. Flow (perm)	0	1691	0	0	1348	0	0	1416	0	0	1828	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		467			558			529			344	
Travel Time (s)		10.6			12.7			12.0			7.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	114	208	106	134	1	183	33	95	1	55	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	335	0	0	241	0	0	311	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		5		6	1			3			3	
Permitted Phases	5			1			3			3		
Detector Phase	5	5		6	1		3	3		3	3	
Switch Phase												

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		3.0	10.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	17.0	17.0		10.0	17.0		19.0	19.0		19.0	19.0	
Total Split (s)	40.0	40.0		10.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	36.0%	36.0%		9.0%	45.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	33.0	33.0		3.0	43.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.9			17.9			19.9			19.9	
Actuated g/C Ratio		0.34			0.34			0.38			0.38	
v/c Ratio		0.58			0.53			0.58			0.11	
Control Delay (s/veh)		20.0			19.9			18.9			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		20.0			19.9			18.9			12.0	
LOS		B			B			B			B	
Approach Delay (s/veh)		20.0			19.9			18.9			12.0	
Approach LOS		B			B			B			B	

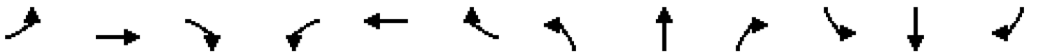
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 52.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Partition St & Main St



Lane Group	Ø4
Minimum Initial (s)	1.0
Minimum Split (s)	4.0
Total Split (s)	21.0
Total Split (%)	19%
Maximum Green (s)	18.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

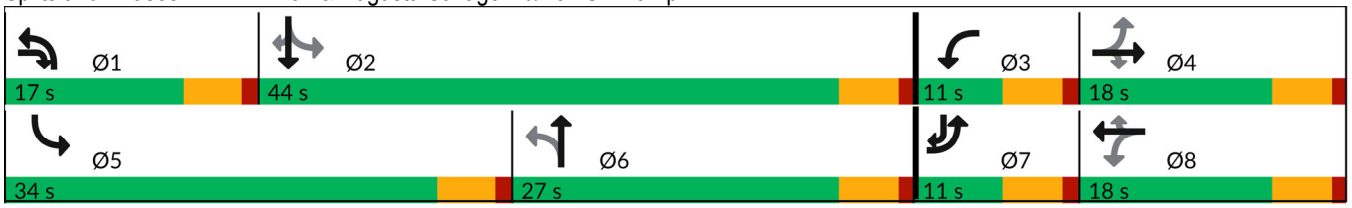


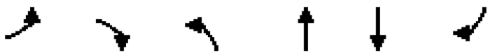
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	175	244	135	219	85	218	461	159	568	412	162
Future Volume (vph)	174	175	244	135	219	85	218	461	159	568	412	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		410	145		0	350		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1787	1900	1468	1805	3418	0	1805	1881	1615
Flt Permitted	0.317			0.437			0.499			0.164		
Satd. Flow (perm)	602	1900	1615	822	1900	1468	948	3418	0	312	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271			206		50				180
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		152			294			1087			765	
Travel Time (s)		3.5			6.7			13.5			9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	193	194	271	150	243	94	242	512	177	631	458	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	194	271	150	243	94	242	689	0	631	458	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		2
Detector Phase	7	4	1	3	8	8	1	6		5	2	7
Switch Phase												
Minimum Initial (s)	4.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	4.0
Minimum Split (s)	9.0	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	9.0
Total Split (s)	11.0	18.0	17.0	11.0	18.0	18.0	17.0	27.0		34.0	44.0	11.0
Total Split (%)	12.2%	20.0%	18.9%	12.2%	20.0%	20.0%	18.9%	30.0%		37.8%	48.9%	12.2%
Maximum Green (s)	6.0	13.0	12.0	6.0	13.0	13.0	12.0	22.0		29.0	39.0	6.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	None
Act Effct Green (s)	18.6	12.6	27.1	18.6	12.6	12.6	28.9	19.4		53.1	38.5	49.5
Actuated g/C Ratio	0.21	0.15	0.31	0.21	0.15	0.15	0.33	0.22		0.61	0.44	0.57
v/c Ratio	0.91	0.71	0.39	0.62	0.88	0.24	0.59	0.86		0.92	0.55	0.18
Control Delay (s/veh)	74.4	51.3	4.7	39.6	70.0	1.5	18.2	41.6		41.8	21.1	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	74.4	51.3	4.7	39.6	70.0	1.5	18.2	41.6		41.8	21.1	2.0
LOS	E	D	A	D	E	A	B	D		D	C	A
Approach Delay (s/veh)		38.9			47.4			35.5			28.7	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 35.3		Intersection LOS: D	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: NY-32 & Augusta Savage Rd/I-87 SB Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	4	717	1135	1
Future Volume (vph)	0	6	4	717	1135	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	205			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1644	0	1805	1845	1900	0
Flt Permitted			0.950			
Satd. Flow (perm)	1644	0	1805	1845	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	343			765	1143	
Travel Time (s)	7.8			9.5	14.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	0	7	5	824	1305	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	5	824	1306	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

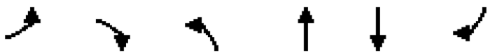
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	4	717	1135	1
Future Vol, veh/h	0	6	4	717	1135	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	205	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	0	7	5	824	1305	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2139	1305	1306	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	198	537	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	198	537	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.88	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	537	-	198	-	-
HCM Lane V/C Ratio	0.009	-	0.035	-	-
HCM Control Delay (s/veh)	11.8	-	23.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

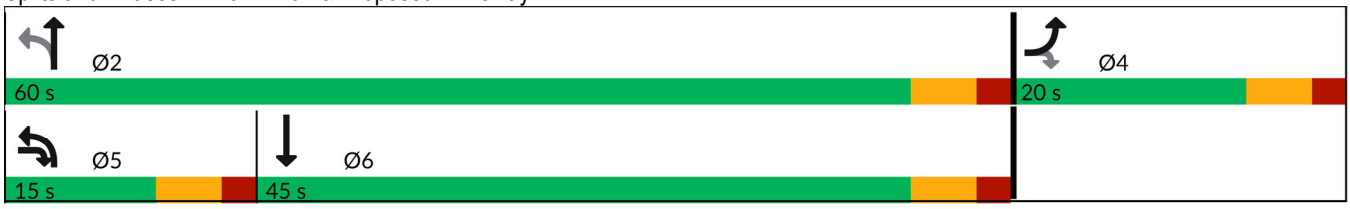


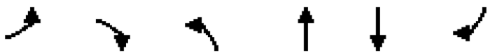
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	69	218	220	496	919	53
Future Volume (vph)	69	218	220	496	919	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.993	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1850	0
Flt Permitted	0.950		0.088			
Satd. Flow (perm)	1770	1583	164	1863	1850	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		71			5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	695			1143	1477	
Travel Time (s)	15.8			14.2	18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	237	239	539	999	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	237	239	539	1057	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	10.0	10.0	22.0	22.0	
Total Split (s)	20.0	15.0	15.0	60.0	45.0	
Total Split (%)	25.0%	18.8%	18.8%	75.0%	56.3%	
Maximum Green (s)	14.0	9.0	9.0	54.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	8.4	20.8	54.4	55.9	39.3	
Actuated g/C Ratio	0.12	0.29	0.75	0.77	0.54	
v/c Ratio	0.36	0.47	0.74	0.37	1.05	
Control Delay (s/veh)	35.5	17.1	29.9	4.9	62.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.5	17.1	29.9	4.9	62.5	
LOS	D	B	C	A	E	
Approach Delay (s/veh)	21.5			12.6	62.5	
Approach LOS	C			B	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72.2			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 23: NY-32 & Proposed Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	4	6	559	967	3
Future Volume (vph)	1	4	6	559	967	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1672	0	0	1857	1900	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1672	0	0	1857	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	649			1477	1997	
Travel Time (s)	14.8			18.3	24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	20%	2%	0%	0%
Adj. Flow (vph)	1	5	7	635	1099	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	642	1102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

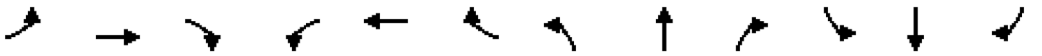
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	6	559	967	3
Future Vol, veh/h	1	4	6	559	967	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	20	2	0	0
Mvmt Flow	1	5	7	635	1099	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1749	1101	1102	0	-	0
Stage 1	1101	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	95	260	571	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	260	571	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.32	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	19	-	192	-	-
HCM Lane V/C Ratio	0.012	-	0.03	-	-
HCM Control Delay (s/veh)	11.4	0	24.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

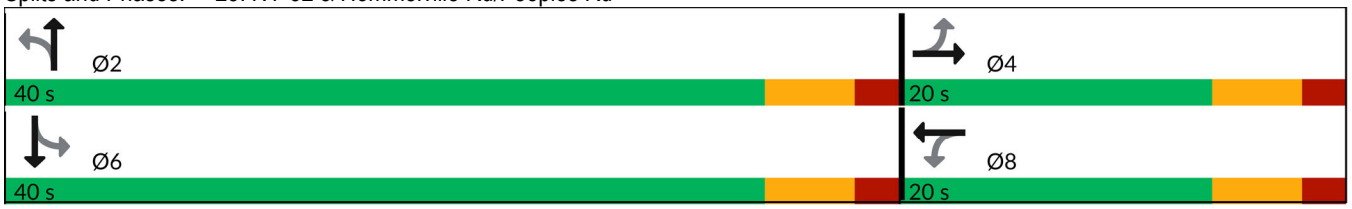


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	9	43	3	26	10	508	43	36	918	1
Future Volume (vph)	0	3	9	43	3	26	10	508	43	36	918	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.951			0.990				
Flt Protected					0.971			0.999			0.998	
Satd. Flow (prot)	0	1702	0	0	1754	0	0	1846	0	0	1896	0
Flt Permitted					0.809			0.980			0.963	
Satd. Flow (perm)	0	1702	0	0	1462	0	0	1811	0	0	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			30			12				
Link Speed (mph)		30			35			55			55	
Link Distance (ft)		431			419			1997			1882	
Travel Time (s)		9.8			8.2			24.8			23.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	3	10	49	3	30	11	577	49	41	1043	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	82	0	0	637	0	0	1085	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	14.0	14.0		14.0	14.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.4			7.5			37.8			37.8	
Actuated g/C Ratio		0.15			0.15			0.77			0.77	
v/c Ratio		0.05			0.33			0.45			0.77	
Control Delay (s/veh)		13.3			18.1			6.2			14.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.3			18.1			6.2			14.9	
LOS		B			B			A			B	
Approach Delay (s/veh)		13.3			18.1			6.2			14.9	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 48.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 25: NY-32 & Hommelville Rd/Peoples Rd



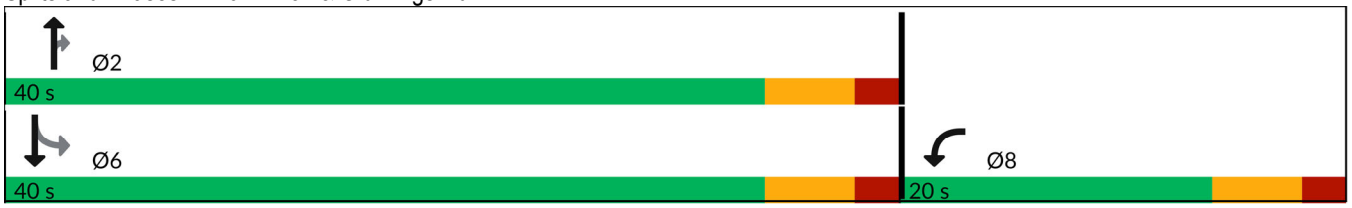


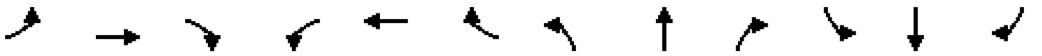
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	0	422	110	0	841
Future Volume (vph)	115	0	422	110	0	841
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1881	1524	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1881	1524	0	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				125		
Link Speed (mph)	30		55			55
Link Distance (ft)	530		1354			1433
Travel Time (s)	12.0		16.8			17.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	1%	6%	0%	0%
Adj. Flow (vph)	131	0	480	125	0	956
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	480	125	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	20.0		40.0	40.0	40.0	40.0
Total Split (%)	33.3%		66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	14.0		34.0	34.0	34.0	34.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	9.8		32.4	32.4		32.4
Actuated g/C Ratio	0.20		0.68	0.68		0.68
v/c Ratio	0.36		0.38	0.12		0.75
Control Delay (s/veh)	23.1		7.0	1.7		14.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	23.1		7.0	1.7		14.5
LOS	C		A	A		B
Approach Delay (s/veh)	23.1		5.9			14.5
Approach LOS	C		A			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 48			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 12.1		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: NY-32 & Old Kings Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1	34	2	418	2	47	841	0
Future Volume (vph)	0	0	0	0	1	34	2	418	2	47	841	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868			0.999				
Flt Protected											0.997	
Satd. Flow (prot)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	1900	0	0	1649	0	0	1879	0	0	1892	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		327			451			1433			642	
Travel Time (s)		7.4			10.3			17.8			8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	0	1	38	2	464	2	52	934	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	39	0	0	468	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

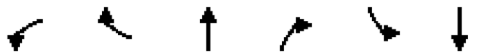
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	34	2	418	2	47	841	0
Future Vol, veh/h	0	0	0	0	1	34	2	418	2	47	841	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	0	0	0	0	1	38	2	464	2	52	934	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1508	1510	934	1509	1509	466	934	0	0	467	0	0
Stage 1	1039	1039	-	470	470	-	-	-	-	-	-	-
Stage 2	469	471	-	1039	1039	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	100	122	325	100	122	601	741	-	-	1095	-	-
Stage 1	281	310	-	578	563	-	-	-	-	-	-	-
Stage 2	578	563	-	281	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	109	325	90	109	601	741	-	-	1095	-	-
Mov Cap-2 Maneuver	83	109	-	90	109	-	-	-	-	-	-	-
Stage 1	253	279	-	576	561	-	-	-	-	-	-	-
Stage 2	539	561	-	253	279	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.29	0.05	0.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	-	533	95	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.073	0.048	-	-
HCM Control Delay (s/veh)	9.9	0	-	0	12.3	8.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	2	31	15	3	37
Future Volume (vph)	13	2	31	15	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983		0.956			
Flt Protected	0.958					0.996
Satd. Flow (prot)	1789	0	1816	0	0	1892
Flt Permitted	0.958					0.996
Satd. Flow (perm)	1789	0	1816	0	0	1892
Link Speed (mph)	30		30			30
Link Distance (ft)	467		363			407
Travel Time (s)	10.6		8.3			9.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	2	33	16	3	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	49	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	31	15	3	37
Future Vol, veh/h	13	2	31	15	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	2	33	16	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	41	0	0	49	0
Stage 1	41	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	919	1036	-	-	1571	-
Stage 1	987	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	917	1036	-	-	1571	-
Mov Cap-2 Maneuver	917	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.93	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	135	-
HCM Lane V/C Ratio	-	-	0.017	0.002	-
HCM Control Delay (s/veh)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

ATTACHMENT Q: ORIGINAL WINSTON FARM REPORT

March 8, 2024

Mr. Randy Richers
Saugerties Farm, LLC

RE: Traffic Impact Study for Winston Farm, Town of Saugerties, Ulster County, NY; CM Project No. 122-249

Dear Mr. Richers:

Creighton Manning Engineering, LLP (CM) has completed a Traffic Impact Study to evaluate potential adverse impacts associated with the rezoning of 840 +/- acres of land known locally as Winston Farm to the Winston Farm Planned Development District (PDD or Winston Farm PDD). Winston Farm is located at the northwest quadrant of the intersection of NYS Route 32 and NYS Route 212 within the Town of Saugerties. This study's scope was derived from Section 4.6.8 "Impacts on Transportation" of the Draft Generic Environmental Impact Statement (DGEIS) Final Scope issued on January 4, 2023. The methodology and findings of this study are based on traffic engineering industry standards and a review of three different scenario plans prepared by Passero Associates, dated December 2023, included under Attachment A.

1.0 Project Description

The change in zoning to a PDD will position Winston Farm as a premier regional mixed-use destination venue for the Hudson Valley by permitting a wide range of diverse residential, nonresidential, agricultural, recreational, entertainment, hospitality, and complementary uses. PDDs are often designed with a long-term horizon in mind. Therefore, this Traffic Impact Study (TIS) is based on full build-out occurring at one time, while in reality it may take several years to complete.

To assess the potential adverse environmental impacts associated with full build-out of the Winston Farm PDD, three different scenarios are being considered: (1) Current Zoning or as-of-right plan (AOR), (2) Sponsor's Preferred plan (SP), and (3) the Reasonable Worst-Case Scenario (RWCS). Scenarios 1 and 2 both incorporate a amphitheater component, which at this time is currently not being evaluated as this type of use is difficult to forecast. When this component of the development becomes more certain, a detailed traffic study should be conducted.

The AOR includes development quantities and locations based on the current zoning of the property, which includes 773 subdivided lots for single-family residential housing located on approximately 419 acres, and +/- 26 acres for commercial development zoned general business.

The SP plan includes careful planning and consideration of where development should occur on the site based on a host of studies that have been commissioned by the landowners. These technical studies have been used to fine-tune the SP plan relative to the location of buildings, roads, and uses on the project site. The SP plan includes the construction of a residential community with approximately 154 single family homes on various lot sizes, 110 townhouses, and 650 condo/apartment units. In addition to the residential development, the SP Plan also includes a campground with 100 cabins, 419,800 square feet of commercial retail space, a 150-room boutique hotel, a conference center with 250 hotel rooms, a 5,000-person amphitheater and 250,000 square feet of lab or light-industrial space.

The RWCS was created to show a reasonable maximum development scenario under the new proposed zoning regulations, which includes less residential homes but larger commercial and tech industrial spaces compared to the SP Plan. The RWCS plan includes the construction of a residential community with approximately 133 single family homes on various lot sizes, 115 townhouses, and 800 condo/apartment units. In addition to the residential development, the RWCS also includes a campground with 157 cabins and RV sites, 425,000 square feet of

commercial retail space, a 150-room boutique hotel, a conference center with 300 hotel rooms, a 5,000-person amphitheater, and 375,000 square feet of lab or light-industrial space.

2.0 Existing Conditions

CM visited the site and the study area roadways on various occasions in December 2022. Based on our observations as well as resources such as Google Maps, Google Streetview, and NearMap, CM developed a Description of Existing Roadway Conditions Summary Table, which is included under Attachment B.

Study Intersections – See Figure 2 for Map of Study Intersections

NYS Route 212/NYS Route 32 is a four-leg signalized intersection. The eastbound NYS Route 212 approach provides an exclusive left-turn lane and a shared through/right-turn lane. The westbound NYS Route 212 approach provides a shared left-turn/through lane and free-channelized right-turn lane. The northbound Speedway Driveway approach provides a shared left-turn/through/right-turn lane. The southbound NYS Route 32 approach provides a shared left-turn/through lane and an exclusive right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Churchland Lane is a three-leg unsignalized intersection operating with stop control on the northbound Churchland Lane approach. The eastbound NYS Route 212 approach provides one shared through/right-turn lane. The westbound NYS Route 212 approach provides one shared left-turn/through lane and an exclusive through lane. The northbound Churchland Lane approach provides a shared left-turn/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/I-87 Northbound Ramp/McDonalds Driveway is a four-leg signalized intersection. The eastbound NYS Route 212 approach provides an exclusive left-turn lane, an exclusive through lane, and a shared right-turn lane. The westbound NYS Route 212 approach provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane. The northbound I-87 Northbound Ramp approach provides an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The southbound McDonalds Driveway approach provides an exclusive left-turn lane and a shared through/right-turn lane. Pedestrian ramps are provided on the northeast and northwest corners of the intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Kings Highway/Buns Burger Driveway is a four-leg signalized intersection. The eastbound NYS Route 212 approach provides an exclusive left-turn lane, an exclusive through lane, and a shared right-turn lane. The westbound NYS Route 212 approach provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane. The northbound Kings Highway approach provides an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The southbound Buns Burger Driveway approach provides a shared left-turn/through/right-turn lane. Pedestrian ramps are provided on the northeast and northwest corners of the intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Big Lots Driveway is a three-left signalized intersection. The eastbound NYS Route 212 approach provides an exclusive left-turn lane and a through lane. The westbound NYS Route 212 approach provides two through lanes and an exclusive right-turn lane. The southbound Big Lots Driveway approach provides an exclusive left-turn lane and an exclusive right-turn lane. Pedestrian ramps are provided on the northeast and northwest corners of the intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212 Unsignalized Intersections/Driveways from Saugerties Manor Road to Mobil Driveway are seven unsignalized access for the 0.2-mile segment east of the I-87 overpass. Saugerties Manor Road is a public road leading to a residential area and the remaining six curb cut are privately owned. A sidewalk is present on the north side of NYS Route 212 and it ends at Saugerties Manor Road. Pedestrian ramps are present at each curb cut but no pedestrian signal/indicator is present. The Nearmap image to the right depicts the roadway segment.



NYS Route 212/Railroad Avenue/Abbots Court is a four-leg unsignalized intersection operating with stop control on the northbound and southbound approaches. The eastbound NYS Route 212 approach provides a shared left-turn/through/right-turn lane. The westbound NYS Route 212 approach provides a shared left-turn/through and a shared through/right-turn lane. The northbound Railroad Avenue approach provides a shared left-turn/through/right-turn lane. The southbound Abbotts Court approach provides a shared left-turn/through/right-turn lane. Pedestrian ramps are provided on the northeast and northwest corners of the intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Augusta Savage Road/I-87 Southbound Ramp is a four-leg signalized intersection. The eastbound Augusta Savage Road approach provides a shared left-turn/through/right-turn lane. The westbound I-87 Southbound Ramp approach provides a shared left-turn/through lane and an exclusive shared right-turn lane. The northbound NYS Route 32 approach provides an exclusive left-turn lane, an exclusive through lane, and a yield-controlled channelized right turn. The southbound NYS Route 32 approach provides an exclusive left-turn lane and a shared though/right-turn lane. No pedestrian infrastructure is present at this intersection. Pedestrian ramps are provided on the northeast and northwest corners of the intersection. The Nearmap image to the right depicts the intersection.



NYS Route 32/Old Route 32 is a three-leg unsignalized intersection operating with stop control on the eastbound Old Route 32 approach. The eastbound Mower Mill Road approach provides a shared left-turn/right-turn lane. The northbound NYS Route 32 approach provides an exclusive left-turn lane and a through lane. The southbound NYS Route 32 approach provides a shared through/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 32/Mower Mill Road is a three-leg unsignalized intersection operating with stop control on the eastbound Mower Mill Road approach. The eastbound Mower Mill Road approach provides a shared left-turn/right-turn lane. The northbound NYS Route 32 approach provides a shared left-turn/through lane. The southbound NYS Route 32 approach provides a shared through/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 32/Peoples Road/Hommelville Road is a four-leg unsignalized intersection operating with stop control on the eastbound and westbound approaches. The eastbound Hommelville Road approach provides a shared left-turn/through/right-turn lane. The westbound Peoples Road approach provides a shared left-turn/through/right-turn lane. The northbound NYS Route 32 approach provides a shared left-turn/through/right-turn lane. The southbound NYS Route 32 approach provides a shared left-turn/through/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 32/Old Kings Highway (County Road 34) is a three-leg unsignalized intersection operating with stop control on the westbound Old Kings Highway approach. The westbound Old Kings Highway approach provides a shared left-turn/right-turn lane. The northbound NYS Route 32 approach provides a shared through/right-turn lane. The southbound NYS Route 32 approach provides a shared left-turn/through/lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 32/County Road 34(Malden Turnpike)/Old Route 32 is a four-leg unsignalized intersection operating with stop control on the eastbound and westbound approaches. The eastbound NYS Route 32 approach provides a shared left-turn/through/right-turn lane. The westbound NYS Route 32 approach provides a shared left-turn/through/right-turn lane. The northbound Old Route 32 approach provides a shared left-turn/through/right-turn lane. The southbound County Road 34 approach provides a shared left-turn/through/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Churchland Road is a three-leg unsignalized intersection operating with stop control on the northbound Churchland Road approach. The eastbound NYS Route 212 approach provides one shared through/right-turn lane. The westbound NYS Route 212 approach provides one shared left-turn/through lane and an exclusive through lane. The northbound Churchland Lane approach provides a shared left-turn/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Blue Mountain Road is a three-leg unsignalized intersection operating with stop control on the southbound approach. The eastbound NYS Route 212 approach provides a shared left-turn/through lane. The westbound NYS Route 212 approach provides a shared through/right-turn lane. The southbound Blue Mountain Road approach provides an exclusive left-turn lane and an exclusive right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



Harry Wells Road/Buffalo Road is a three-leg unsignalized intersection operating with stop control on the northbound Buffalo Road approach. The eastbound Harry Wells Road provides a shared through/right-turn lane. The westbound Harry Wells Road approach provides a shared left-turn/through lane. The northbound Buffalo Road Approach provides a shared left-turn/right-turn lane. No pedestrian infrastructure is present at this intersection. The Nearmap image to the right depicts the intersection.



NYS Route 212/Market Street is a three-leg signalized intersection. The eastbound NYS Route 212 approach provides an exclusive left-turn lane and an exclusive through lane. The westbound Market Street approach provides an exclusive through lane and a right-turn slip lane onto northbound Market Street. The southbound Market Street approach provides a shared left-turn/right-turn lane. There are curb ramps, crosswalks, pedestrian signals, and countdown timers to cross all legs of the intersection. A pedestrian only phase, or Barnes Dance, is provided upon actuation. The Nearmap image to the right depicts the intersection.



Main Street/Market Street/James Street is a four-leg signalized intersection. The eastbound Main Street approach provides a shared left-turn/through/right-turn lane. The westbound Main Street approach provides a shared left-turn/through lane and an exclusive right-turn lane. The southbound Market Street approach provides a shared left-turn/through/right-turn lane. James Street is a departure-only lane southbound. There are curb ramps, crosswalks, pedestrian signals, and countdown timers to cross all legs of the intersection. A pedestrian only phase, or Barnes Dance, is provided upon actuation. The Nearmap image to the right depicts the intersection.



Main Street/Partition Street is a four-leg signalized intersection. All approaches provide one shared left-turn/through/right-turn lane. There are curb ramps, crosswalks, pedestrian signals, and countdown timers to cross all legs of the intersection. A pedestrian only phase, or Barnes Dance, is provided upon actuation. The Nearmap image to the right depicts the intersection.



Transit, Pedestrian, & Bicycle Facilities/School bus stops

Ulster County Area Transit (UCAT) provides one bus route that operates within the vicinity of the proposed development. Table 1 summarizes the details of this bus route. Print outs of the route map and timetable, as of February 7, 2023, from UCAT's website are included under Attachment C.

The available capacity of the UCAT bus route was estimated based on the total number of bus trips per day and a 35-person capacity per bus. The KS bus route operates 16 trips on weekdays and 5 trips on Saturday, which equates to an approximate 560-person and 175-person capacity on weekdays and Saturdays, respectively.

Additionally, there is an existing Park-and-Ride facility located along the NYS Route 32 site frontage. This facility provides 43 parking spaces and a sheltered bus stop that is served by Greyhound and Trailways express lines, which provide one (1) inbound and one (1) outbound bus trips per day including weekdays, Saturdays, and Sundays. The intent is to maintain the same general location; however, it is expected that this facility will be relocated to accommodate the improvements at the NYS Route 32/Augusta Savage/I-87 SB Off-Ramp. Table 1 summarizes the details of these express bus routes.

Table 1 – Summary of Available Transit Options in Study Area

Route	Termini	Closest Stop to Site	Days of Operations	Headways (Weekday/Weekend)
Kingston Saugerties (KS) Route	Saugerties Post Office/ Golden Hill	Price Chopper – Ulster Ave	Weekdays & Saturdays	1 Hour/ 2 Hours
Greyhound/Trailways Express Lines	Oneonta / New York City	Park-and-Ride on Route 32	Weekday, Saturday & Sundays	Southbound towards NYC departs at 4:45pm Northbound towards Oneonta departs at 11:10am

There are no existing pedestrian accommodations along the subject site's frontages with NYS Route 212 and NYS Route 32, or within its general proximity. To the east of Interstate-87, a sidewalk is provided along the northerly side of NYS Route 212, and then along both sides of NYS Route 212 further east beyond Railroad Avenue. There is no dedicated bicycle trail/path within the site proximity; however, the Village of Saugerties defines a bicycle loop, known as "Bike Route B" that traverses Peoples Road and Hommelville Road which is approximately one mile north of the NYS Route 32 site frontage. A map illustrating "Bike Route B" is included as Attachment D. Additionally, the majority of roadways surrounding the subject site provide shoulders that may be used by cyclists.

CM contacted the Administrative Assistant of the Saugerties Central School District Transportation Department, Carol Petramale, to request the school bus stop locations within the study area. This report will be updated upon receiving a response.

Data Collection

Turning movement counts were conducted during the weekday morning (7:00 AM – 9:00 AM), weekday afternoon/evening (2:00 PM – 7:00 PM), Friday afternoon/evening (3:00 PM – 8:00 PM), Saturday midday/afternoon (11:00 AM - 5:00 PM), and Sunday midday/afternoon (11:00 AM - 5:00 PM) peak periods. In order to capture typical school traffic and seasonal ski traffic, the counts were conducted during the winter season in December 2022 and January 2023. The counts were conducted when schools were in normal session and did not follow or precede any holidays. The counts captured the breakdown in vehicle classifications (lights, buses, heavy vehicles) as well as bicycles and pedestrians. These periods coincide with the anticipated peak operation times of the proposed development as well as the adjacent street traffic. The observed study network peak hours are summarized in Table 2 below.

Table 2 – Study Network Peak Hours

#	Period Name	Period Limits	Peak Hour
1	Weekday Morning	7:00 AM-9:00 AM (2 hours)	7:30 AM-8:30 AM
2	Weekday Evening	2:00 PM-7:00 PM (5 hours)	4:00 AM-5:00 PM
3	Friday Evening	3:00 PM-8:00 PM (5 hours)	4:30 AM-5:30 PM
4	Saturday Midday	11:00 AM – 5:00 PM (6 hours)	11:15 AM - 12:15 PM
5	Sunday Midday	11:00 AM – 5:00 PM (6 hours)	11:45 AM - 12:45 PM

These counts were conducted at the following intersections:

1. NYS Route 212/NYS Route 32
2. NYS Route 212/Churchland Lane
3. NYS Route 212/I-87 Northbound Ramps
4. NYS Route 212/Kings Highway
5. NYS Route 212/Big Lots Driveway
6. NYS Route 212/unsignalized driveways (8 intersections between I-87 overpass and Big Lots Driveway)
7. NYS Route 212/Railroad Avenue
8. NYS Route 32/I-87 Southbound Ramps/Augusta Savage Road
9. NYS Route 32/Old Route 32
10. NYS Route 32/Mower Mill Road
11. NYS Route 32/Peoples Road/Hommelville Road
12. NYS Route 32/County Route 34
13. NYS Route 32/County Route 34/Old Route 32
14. NYS Route 212/Churchland Road
15. NYS Route 212/Blue Mountain Road
16. Harry Wells Road/Buffalo Road
17. NYS Route 212/Market Street
18. Main Street/Market Street/James Street
19. Main Street/Partition Street

Additionally, and in accordance with the DGEIS Scoping Document, a series of Automatic Traffic Recorders (ATRs) were installed to collect traffic volume, speed, and classification data over several days in December 2022 and January/February 2023. These ATRs were placed on the following roadways:

1. NYS Route 212 | 187 feet East of Blue Mountain Road
2. NYS Route 212 | 390 feet West of NYS Route 32
3. NYS Route 212 | 249 feet East of Churchland Lane
4. NYS Route 212 | 315 feet West of Kings Highway

5. Kings Highway | 700 feet South of NYS Route 212
6. Railroad Avenue | 445 feet South of NYS Route 212
7. NYS Route 32 | 500 feet South of I-87 Southbound Ramps/Augusta Savage Road
8. NYS Route 32 | 190 feet North of I-87 Southbound Ramps/Augusta Savage Road
9. NYS Route 32 | 350 feet South of Mower Mill Road

It is important to note that the Novel Coronavirus/COVID-19 pandemic was anticipated to have an effect on the turning movement counts. CM compared the observed volumes from each study period to historical data collected by various NYSDOT Automatic Traffic Recorders (ATRs), Stations 860027, 860054, 866009, 860055, 860254, between 2017 and 2019, as well as old ATR data previously collected by CM in 2014 and 2019. CM found that the general traffic volumes were lower in previous years for the weekday morning, Friday evening, and Saturday midday hours, and higher for the weekday evening and Sunday midday hours. Calibration factors were calculated by comparing the historic traffic volumes to the recent ATR volumes and then applied to the observed peak hour volumes in order to generate volumes that represent pre-COVID traffic conditions.[1] The findings of the traffic volume comparisons as well as the calibration factors were presented to and validated by the Town's Traffic Consultant, Philip Grealy of Colliers Engineering & Design. These existing traffic volumes are shown on Figures 3A-3E. The raw turning movement counts, ATR data, and historic NYSDOT ATR data are included under Attachment E.

3.0 Traffic Assessment

Future Traffic Volumes

This study assumes that the development could be completed and occupied 2028. In accordance with the DEIS Scoping Document, the analysis should be conducted for the estimated year of project completion (design year) plus 10 years. In keeping with NYSDOT standards, CM rounded the design year to 2030 and prepared traffic projections for 10 years beyond the estimated time of completion (ETC+10) – 2040. CM reviewed traffic volume data from various ATRs published on the NYSDOT *Traffic Data Viewer* and calculated an annual growth rate of +0.50%.[2] This growth rate, upon review and approval by the Town's Traffic Consultant, Philip Grealy, was applied to the 2023 existing calibrated volumes and compounded annually for 17 years. These resulting Background Growth Traffic Volumes are shown on Figures 4A-4E.

CM contacted the Town's Planning Board Secretary, Becky Bertorelly, as well as the Town's Traffic Engineering Consultant, Philip Grealy, who identified other developments in the area that, if approved and constructed, could potentially increase traffic within the study area.[3] Table 3 summarizes the other planned development projects that are considered in this analysis. Attachment F contains the correspondence between CM and the Town's Planning Board Secretary and Traffic Consultant.

[1] Weekday AM Calibration Factor = 1.00 | Weekday PM Calibration Factor = 1.04 | Friday PM Calibration Factor = 1.00 | Saturday Midday Calibration Factor = 1.00 | Sunday Midday Calibration Factor = 1.02

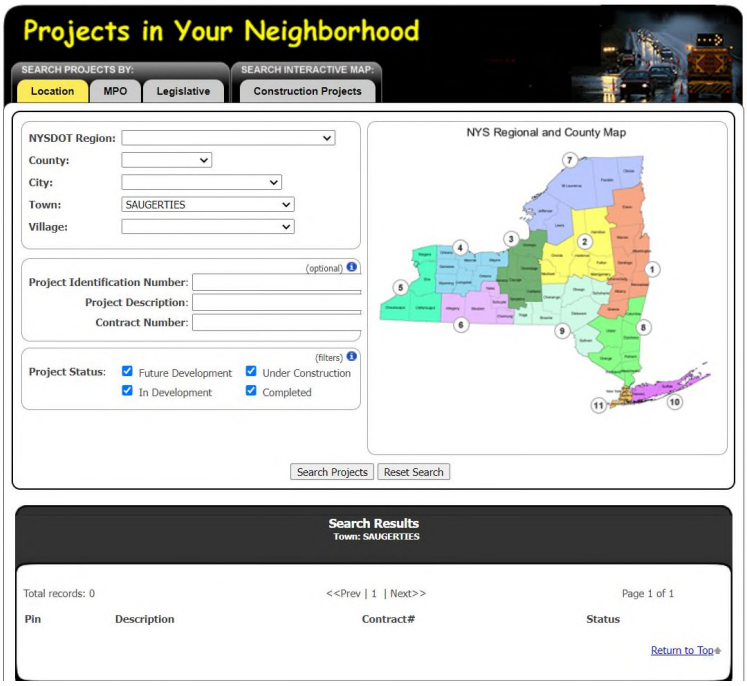
[2] NYSDOT ATR Station ID/Roadway/Growth Rate: 860027/NYS Route 32/+0.47% **|** 860054/NYS Route 212/-0.73% **|** 860055/NYS Route 32/-0.60% **|** 860108/NYS Route 212/+0.68% **|** 868009/Kings Hwy/+0.79% **|** 860254/NYS Route 32/+0.16%

[3] Starbucks at 334/330 Route 212 is a development that was identified by the Planning Board Secretary. However, the Town did not require a traffic study. It was assumed that traffic generated by the Starbucks development, which consists mostly of pass-by trips, would be accounted for by applying the 0.5% background growth rate.

Table 3 – Other Planned Development Projects

Project	Type	Location	Source of Trip Generation	Total Peak Hour Trips Generated in Study Area by Projects				
				Weekday AM	Weekday PM	Friday PM	Saturday Midday	Sunday Midday
Glasco Apartments	Multifamily	Route 9W/ 260 Glasco Tpke	Colliers	57	70	70	52	46
The Villa Residences	Senior Housing	49 Spaulding Lane	Colliers	15	17	17	19	19
SherLilly, LLC	Dog Training Facility	51 Industrial Drive	Daniel J Gosselin, P.E.	10	10	10	31	31

The volumes generated by the other developments are shown on the study area roadway network on Figures 5A-5E for Glasco Apartments, Figures 6A-6E for The Villa Residences, and Figures 7A-7E for SherLilly Dog Training Facility. These volumes were then added to the grown 2040 traffic volumes to represent 2040 No-Build conditions. These 2040 No-Build conditions are shown on Figures 8A-8E and represent the expected traffic volumes in 2040 *without* the proposed development.



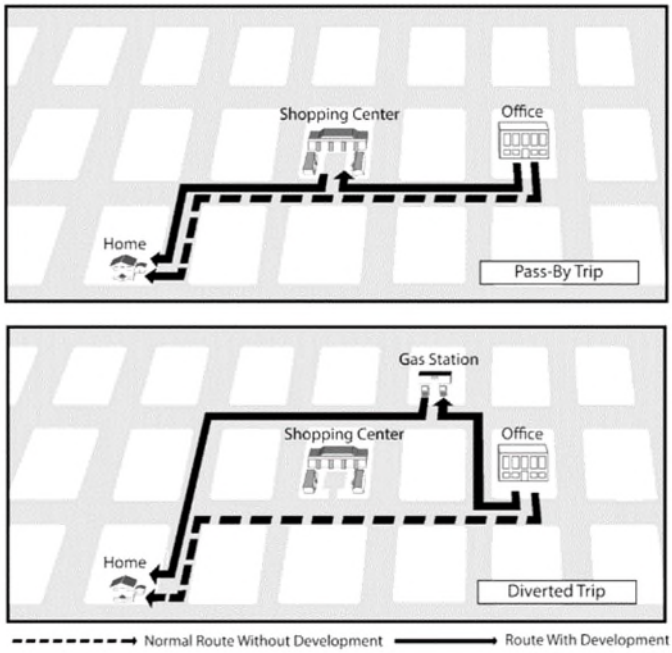
CM reviewed the NYSDOT *Projects in Your Neighborhood* web portal and found that there are no planned or ongoing projects within the study area. Additionally, CM reviewed the Ulster County Transportation Council FFY 2023-2027 Transportation Improvement Program, adopted July 26, 2022, and found that there are no planned projects within the study area.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The trip generation for the proposed development was estimated under three scenarios: (1) Current Zoning or as-of-right plan (AOR), (2) Sponsor's Preferred plan (SP), and (3) the Reasonable Worst-Case Scenario (RWCS). In order to provide a realistic estimate of trip generation, various credits were considered including Internal Capture, Pass-By, and Diverted-Link. These are discussed in more detail below.

Internal Capture – The ITE's *Trip Generation Handbook*, 3rd Edition, states that in mixed-use developments, such as that identified in the Winston Farm PDD, individual land uses tend to interact by attracting a portion of each other's trip generation, which is referred to as Internal Capture. For example, a resident of the PDD visiting the

commercial uses available on-site. These internal trips occur internally to the site and do not impact the public roadway network. Using the ITE methodology and published internal capture rates, internal trips were calculated for each of the study peak hours under all three scenarios (AOR, SP, RWCS). It should be noted that internal capture was calculated separately for the northeastern and southern areas of the proposed site, because there is no internal cross-access between them and trips visiting both areas would impact the adjacent roadway system.



Pass-By and Diverted Link – ITE's Trip Generation Handbook also states that not all traffic entering or exiting a site driveway is necessarily new traffic added to the roadway system. For example, the top image to the right shows a *shopping center* that is expected to attract traffic already traveling on the adjacent roadway to make an intermediate stop before continuing the original path towards their primary destination. These trips are referred to as Pass-by trips and they are not new to the overall roadway network.

Additionally, the bottom image above shows a *gas station* that is expected to attract traffic already traveling within the vicinity requiring them to divert from their original path in order to access the site before returning to the normal path towards their primary destination. These trips are referred to as Diverted Link trips, and they add traffic to streets adjacent to a site while removing trips on nearby streets. Based on ITE published data, appropriate rates for pass-by and diverted link trips were applied to the commercial trip generation for each of the analysis peak hours under all three scenarios.

Table 4 summarizes the overall peak hour trip generation of the subject site under all three scenarios, after accounting for internal capture, pass-by trips, and diverted link trips. These trips are referred to as Primary trips. Please note that no transit trip reductions were applied in this report.

Table 4 – Peak Hour Trip Generation Summary (After Reductions)

Scenario	Weekday AM Peak Hour			Weekday PM Peak Hour			Friday PM Peak Hour			Saturday Midday Peak Hour			Sunday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
As-of-Right	408	494	902	812	700	1,512	912	750	1,662	843	753	1,596	669	662	1,331
Sponsors Preferred	584	493	1,078	765	764	1,530	863	805	1,667	1,083	965	2,047	684	683	1,367
Reasonable Worst Case	708	564	1,272	943	941	1,884	1,083	1,055	2,138	1,308	1194	2,502	888	876	1,764

Table 4 shows that under the AOR scenario, the project would generate the fewest amount of peak hour trips. Under the SP scenario, the project would generate more trips than under AOR scenario during each of the study peak hours with the lowest difference being five (5) total trips and the greatest difference being 451 total trips. Finally, under the RWCS scenario, the project would generate more trips than under both the AOR and SP scenarios during each of the study peak hours. Detailed trip generation tables summarizing the peak hour and daily trip generation, the applicable ITE Land Use Codes, and applicable trip reductions, which are discussed herein, for each scenario are provided under Attachment G.

Trip Distribution/Assignment

Traffic generated by the project was distributed throughout the adjacent roadway system based on potential travel patterns and places of interest for the future users of the project. The analysis assumes that the commercial and residential components will attract approximately 50% of their trips from "inner town" local roads and 50% from I-87, while the hotel and recreational components will attract approximately 80% of their trips from I-87 and 20% from local roads. Pass-by trips were assumed to occur mostly via Augusta Savage Road rather than the NYS Route 212 site driveway since the commercial uses would be located along the NYS Route 32 frontage. Diverted Link trips were added to the I-87 northbound and southbound ramps to account for motorists diverting from their typical route to visit the site.

It should be noted that the same trip distributions were used for the SP and RWCS analyses. These distributions are illustrated on Figures 9A-9E for the southern subarea of the site and Figures 10A-10D for the northeastern subarea. For the AOR analysis, the overall regional distribution was maintained; however, the local distributions at the study intersections were modified to account for differences in the access driveway location. Figures 11A-11D and 12A-12D illustrate the trip distribution under the AOR analysis conditions for the southern and northeastern subareas, respectively.

The site-generated traffic volumes associated with the AOR scenario were assigned to the study roadway network as shown on Figures 13A-13E for commercial trips, Figures 14A-14E for residential trips, Figures 15A-15E for pass-by trips, Figures 16A-16E for diverted link trips, and 17A-17E for the total trip generation. The site-generated trips were then added to the 2040 No-Build Traffic Volumes, resulting in the 2040 Build Traffic Volumes (AOR) as shown on Figures 18A-18E.

Similarly, the site-generated traffic volumes associated with the RWCS scenario were assigned to the study roadway network as shown on Figures 19A-19E for commercial trips, Figures 20A-20E for residential trips, Figures 21A-21E for hotel/recreation trips, Figure 22A-22E for pass-by trips, Figures 23A-23E for diverted link trips, and 24A-24E for the total trip generation. The site-generated trips were then added to the 2040 No-Build Traffic Volumes, resulting in the 2040 Build Traffic Volumes (RWCS) as shown on Figures 25A-25E.

Lastly, the site-generated traffic volumes associated with the SP scenario were assigned to the study roadway network as shown on Figures 26A-26E for commercial trips, Figures 27A-27E for residential trips, Figures 28A-28E for hotel/recreation trips, Figure 29A-29E for pass-by trips, Figures 30A-30E for diverted link trips, and 31A-31E for the total trip generation. The site-generated trips were then added to the 2040 No-Build Traffic Volumes, resulting in the 2040 Build Traffic Volumes (SP) as shown on Figures 32A-32E.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the Synchro Version 11 software, which automates the procedures contained in the *Highway Capacity Manual*. The following sections summarize the traffic operations at the study intersections under the 2023 Existing and 2040 No-Build Conditions, and the 2040 Build Condition including the AOR, SP, and RWCD scenarios. The LOS Summary Tables and detailed LOS analysis reports are provided under Attachment H. The following observation are evident from the analysis:

NYS Route 212/NYS Route 32/Speedway Driveway: This signalized intersection currently operates with an overall LOS B during all study peak hours and will continue to do so in the No-Build condition. Under the Sponsors Preferred (SP) Build condition, this intersection is calculated to operate at overall LOS E during the weekday AM and Sunday midday peak hours, and LOS F during the weekday PM, Friday midday, and Saturday midday peak hours. Under the Reasonable Worst Case Scenario (RWCS) and the As-of-Right (AOR) Build conditions, this

intersection is calculated to operate at overall LOS E during the weekday AM peak hour and LOS F during the weekday PM, Friday midday, Saturday midday, and Sunday midday peak hours. The increase in delay is attributed to the southbound left-turn movement which experiences increased traffic volumes as a result of this project. Potential improvements at this intersection are discussed in the following section of this report.

NYS Route 212/Churchland Lane: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition except during the Saturday midday peak hour, where they will operate at LOS C or better. Under the SP Build condition, this intersection's turning movements will operate at LOS C or better during the study peak hours except for the Saturday midday peak hour; they will operate at LOS E or better. Under the RWCS Build condition, this intersection's turning movements will operate at LOS C or better during the weekday AM and Sunday midday peak hours, LOS D or better during the weekday PM and Friday midday peak hour, and LOS F or better during the Saturday midday peak hour. Under the AOR Build condition, this intersection's turning movements will operate at LOS C or better during the study peak hours except for the Saturday midday peak hour; they will operate at LOS D or better. Because the LOS degradation to a LOS E or worse is contained to one peak hour, mitigation was not explored for this intersection.

NYS Route 212/Saugerties Manor Road: The turning movements at this unsignalized intersection currently operate at LOS C or better during the study peak hours except for the Sunday peak hour where they will operate at LOS D or better. Under the No-Build condition, this intersection's turning movements will operate similarly to the current condition during the weekday AM and Sunday peak hour, LOS D or better during the weekday PM and Saturday midday peak hour, and LOS E or better during the Friday midday peak hour. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS F or better during the study peak hours except for the weekday AM peak hour; they will operate at LOS E or better. It should be noted that the maximum number of trips approaching from Saugerties Manor Road is six in one peak hour or one vehicle every ten minutes. The likely factor for the poor LOS is the lack of available gaps resulting is drivers being delayed. However, given the low volume of traffic on Saugerties Manor Road a signal will likely not be warranted for this intersection.

NYS Route 212/Stewart Egress: The turning movements at this unsignalized intersection currently operate at LOS B or better during the weekday AM and Sunday midday peak hour and LOS C or better during the weekday PM, Friday midday, and Saturday midday peak hours, and will continue to do so in the No-Build condition. Under the SP Build condition, this intersection's turning movements will operate at LOS C or better during the weekday AM peak hour, LOS D or better during the Saturday midday and Sunday midday peak hours, LOS E or better during the weekday PM peak hour, and LOS F or better during the Friday midday peak hour. Under the RWCS Build condition, this intersection's turning movements will operate similarly to the SP Build condition except during the Saturday midday and Sunday midday peak hours; they will operate at LOS E or better. Under the AOR Build condition, this intersection's turning movements will operate similarly to the SP Build condition except during the Friday midday and Saturday midday peak hours; they will operate at LOS E or better and LOS C or better, respectively.

NYS Route 212/I-87 Northbound Ramp/McDonalds Driveway: This signalized intersection currently operates with an overall LOS C during all study peak hours and will continue to do so in the No-Build condition except for the weekday AM peak hour; it will operate with an overall LOS D. Under the SP and AOR Build conditions, this intersection is calculated to operate at overall LOS E during the weekday AM, weekday PM, and Friday midday peak hours and overall LOS D during the Saturday midday and Sunday midday peak hours. Under the RWCS Build condition, this intersection will operate similarly to the SP/AOR conditions during the study peak hours except for the Saturday midday peak hour; it will operate with overall LOS E. It is noted that the eastbound through

movement at this intersection will operate at LOS F during all study peak hours under the SP, RWCS, and AOR Build conditions. Potential improvements at this intersection are discussed in the following section of this report.

NYS Route 212/Pizza Star Egress: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build and throughout the SP, RWCS, and AOR Build conditions. It is noted that no turning movements occurred at this intersection during the weekday AM peak hour.

NYS Route 212/Pizza Star Driveway: The turning movements at this unsignalized intersection currently operate at LOS A during the weekday PM peak hour, LOS D or better during the Friday midday and Saturday midday peak hours, and LOS B or better during the Sunday midday peak hour. Under the No-Build condition, this intersection's turning movements will operate similarly to the current condition during the study peak hours except for the Friday midday and Saturday midday peak hours; they will operate at LOS E or better. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build condition during the study peak hours except for the Friday midday and Saturday midday peak hours; they will operate at LOS F or better. It is noted that no turning movements occurred at this intersection during the weekday AM peak hour.

NYS Route 212/Tomsons Road: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build and throughout the SP, RWCS, and AOR Build conditions.

NYS Route 212/Verizon Egress: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build and throughout the SP, RWCS, and AOR Build conditions. It is noted that no turning movements occurred at this intersection during the weekday AM, weekday PM, and Saturday midday peak hours.

NYS Route 212/Kings Highway/Buns Burger Driveway: This signalized intersection currently operates with an overall LOS B during all study peak hours and will continue to do so in the No-Build condition except for the weekday PM and Friday midday peak hours; it will operate with an overall LOS C. Under the SP, RWCS, and AOR Build conditions, this intersection is calculated to operate similarly to No-Build condition during all study peak hours. It is noted that the northbound left-turn/through movement at this intersection will operate at LOS E during the weekday PM and Friday midday peak hours under the No-Build condition and LOS F under the SP, RWCS, and AOR Build conditions. Potential improvements at this intersection are discussed in the following section of this report.

NYS Route 212/Mobil Driveway: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build condition during the study peak hours except for the weekday PM and Friday midday peak hours; they will operate at LOS C or better

NYS Route 212/Big Lots Driveway: This signalized intersection currently operates with an overall LOS A during the weekday AM peak hour and overall LOS B during the other study peak hours and will continue to do so in the No-Build and throughout the SP, RWSC, and AOR conditions. All movements are calculated to operate acceptably at this intersection; however, due to its close proximity to other signalized intersections on NYS Route 212, it was included in the potential improvements discussed in the following section of this report.

NYS Route 212/Railroad Avenue/Abbotts Court: The turning movements at this unsignalized intersection currently operate at LOS C or better during all study peak hours and will continue to do so in the No-Build condition except for the weekday AM and Friday midday peak hours; they will operate at LOS D or better. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build conditions during all study peak hours.

NYS Route 32/I-87 Southbound Ramp/Augusta Savage Road (Site Driveway): This signalized intersection currently operates with an overall LOS B during the study peak hours and will continue to do so in the No-Build condition except for the Friday midday and Sunday midday peak hours; it will operate with an overall LOS C.

As part of this project, geometric and signal timing improvements are proposed at this signal. Specifically, the Augusta Savage Road eastbound approach is proposed to be widened to provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane; the I-87 ramp westbound approach is proposed to be widened to provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane; and the NYS Route 32 southbound approach is proposed to be widened to provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane. In other words, all approaches at the signal would provide an exclusive lane for each movement. Additionally, the signal cycle length and phase splits would be optimized for each of the study peak hours.

With the proposed improvements, this intersection is calculated to operate with an overall LOS D during the weekday AM peak hour and overall LOS C during the other study peak hours under the SP and RWCS Build conditions. Note that the proposed improvements at this intersection are not included for the AOR Build condition. With the current intersection geometry and signal timings, this intersection is calculated to operate with an overall LOS F during all study peak hours under the AOR Build condition.

NYS Route 32/Old Route 32: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition except for the Sunday midday peak hour; they will operate at LOS C or better. Under the SP Build condition, this intersection's turning movements will operate at LOS C or better during all study peak hours. Under the RWCS and AOR Build conditions, this intersection's turning movements will operate at LOS C or better during all study peak hours except for the weekday PM and Sunday midday peak hours, they will operate at LOS D or better.

NYS Route 32/Mower Mill Road: The turning movements at this unsignalized intersection currently operate at LOS B or better during the weekday AM, Friday midday, and Saturday midday peak hours and LOS C or better during the weekday PM and Sunday midday peak hours and will continue to do so in the No-Build condition. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS C or better during the weekday AM and weekday PM peak hours, LOS B or better during the Friday midday and Saturday midday peak hours, and LOS D or better during the Sunday midday peak hour.

NYS Route 32/Peoples Road/Hommelville Road: The turning movements at this unsignalized intersection currently operate at LOS C or better during all study peak hours. Under the No-Build condition, this intersection's turning movements will operate at LOS C or better during the weekday AM peak hour and LOS D or better during the other study peak hours. Under the SP, RWCS, and AOR Build conditions, the main line movements will operate similarly with the No-Build condition, but the Peoples Road westbound approach movements will operate at LOS F during all study peak hours. Additionally, the Hommelville eastbound approach movements will operate at LOS E during the weekday PM peak hour. Potential improvements at this intersection are discussed in the following section of this report.

NYS Route 32/CR 34 (Old Kings Highway): The turning movements at this unsignalized intersection currently operate at LOS C or better during the weekday AM and Saturday midday peak hours and LOS D or better during the weekday PM, Friday midday, and Sunday midday peak hours. Under the No-Build condition, this intersection's turning movements will operate at LOS C or better during the weekday AM and Saturday midday peak hours and LOS E or better during the weekday PM, Friday midday, and Sunday midday peak hours. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS D or better during the weekday AM peak hour and LOS F or better during the other study peak hours. Potential improvements at this intersection are discussed in the following section of this report.

NYS Route 32/Old Route 32/CR 34: The turning movements at this unsignalized intersection currently operate at LOS B or better during the study peak hours except for the Friday midday peak hour; they operate at LOS C or better. Under the No-Build and SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate generally similar to the current condition with minimal increases in delay.

NYS Route 212/Churchland Road: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition except for the Friday midday peak hour; they will operate at LOS C or better. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate similarly to the No-Build condition except for the weekday PM peak hour; they will operate at LOS C or better.

NYS Route 212/Blue Mountain Road: The turning movements at this unsignalized intersection currently operate at LOS B or better during all study peak hours and will continue to do so in the No-Build condition except for the weekday AM, weekday PM, and Friday midday peak hours; they will operate at LOS C or better. Under the SP, RWCS, and AOR Build conditions, this intersection's turning movements will operate at LOS C or better during all study peak hours.

Harry Wells Road/Buffalo Road: The turning movements at this unsignalized intersection currently operate at LOS A during all study peak hours and will continue to do so in the No-Build and throughout the SP, RWCS, and AOR Build conditions, except for the AOR condition during the Friday midday peak hour; they will operate at LOS B or better.

NYS Route 32/Market Street: This signalized intersection currently operates with an overall LOS B during all study peak hours and will continue to do so in the No-Build condition except for the weekday PM peak hour, it will operate with an overall LOS C. Under the SP, RWCS, and AOR Build conditions, this intersection will operate similarly to the No-Build condition during all study peak hours.

NYS Route 32/Main Street/Market Street: This signalized intersection currently operates with an overall LOS B during the weekday AM, weekday PM, and Sunday midday peak hours and overall LOS C during the Friday midday and Saturday midday peak hours. Under the No-Build and SP, RWCS, and AOR Build conditions, this intersection will operate with an overall LOS B during the weekday AM peak hour and overall LOS C during the other study peak hours.

Main Street/Partition Street: This signalized intersection currently operates with an overall LOS B during the study peak hours except for the Saturday midday peak hour; it operates with an overall LOS C. Under the No-Build condition, this intersection will operate with an overall LOS B during the weekday AM peak hour and overall LOS C during the other study peak hours. Under the SP, RWCS, and AOR Build conditions, this intersection will operate with an overall LOS B during the weekday AM peak hour, overall LOS C during the weekday PM, Friday midday, and Sunday midday peak hours, and overall LOS D during the Saturday midday peak hour.

NYS Route 212/Site Driveway: The proposed site driveway along NYS Route 212 for the southern subarea is proposed to be signalized and would provide a single lane for the site driveway southbound approach for shared left-turn and right-turn movements onto NYS Route 212. Additionally, NYS Route 212 is proposed to be widened to provide an eastbound exclusive left-turn lane into the site. With the proposed signal, this intersection is calculated to operate with an overall LOS B or better during all study peak hours under the SP and RWCS Build conditions. Note that this driveway is not included for the AOR Build condition analysis. A signal warrant analysis was conducted for this intersection and is discussed in a subsequent section of this report.

NYS Route 32/NEA Driveway: The proposed site driveway along NYS Route 32 for the northeastern subarea is also proposed to be signalized and would provide one (1) exclusive left-turn lane and one (1) exclusive right-turn lane for the site driveway eastbound approach. Additionally, NYS Route 32 is proposed to be widened to provide a northbound exclusive left-turn lane into the site. With the proposed signal, this intersection is calculated to operate with an overall LOS C or better during all study peak hours under the SP and RWCS Build conditions. Note that this driveway is not included for the AOR Build condition analysis. A signal warrant analysis was conducted for this intersection and is discussed in a subsequent section of this report.

Off-Site Mitigations

The LOS analysis reveals that off-site locations are expected to experience operational constraints due to the additional volumes from full build-out in the PDD. CM evaluated possible improvements that, if implemented, will improve the operations at these locations. Table 5 provides a summary of the locations with these constraints and the possible improvements. If approved, these improvements would be implemented by the applicant in coordination with the Town of Saugerties, Ulster County, and NYSDOT and would be funded based on the respective jurisdictional agency's preferred method. Conceptual improvement plans would be prepared subsequent to preliminary approval by the respective jurisdictional agencies.

Table 5 –Off-Site Mitigations Summary

Location	Build Conditions Concerns	Possible Improvements
NYS Route 32/NYS Route 212 Intersection	• Southbound delays • Overall intersection delays • Westbound and southbound queues	• Signal timing modifications • Southbound approach geometry
NYS Route 212 Signalized Intersections – 1. I-87 NB Ramp Intersection/ McDonalds Driveway 2. Kings Highway 3. Big Lots Driveway	• Overall intersection delay • Eastbound delays • Queue on the corridor	• Signal timing coordination for three intersections
NYS Route 32/Peoples Road/Hommelville Road Intersection	• Delays on westbound approach • Crash History	• Proposed traffic signal
NYS Route 32/Old Kings Highway (CR 34)	• Delays on westbound approach	• Proposed traffic signal

As stated above, this analysis and the recommended mitigation is based on a full build-out plan in the PDD to inform decision makers of the potential areas of concern. It is anticipated that each application that is made to the Town of Saugerties for development within the PDD will be accompanied with trip generation information that can be compared to this TIS to identify the need and timing for implementing the recommend improvements.

Tables 6-10 summarize the traffic operations at the above intersections for each of the peak hours studied if those improvements were implemented. The No-Build and unmitigated SP and RWCS conditions are also shown in the tables for comparison.

Table 6 – Level of Service Summary Table with Mitigation (Weekday AM)

Intersection		Control	Weekday AM Peak Hour				
			2040 No-Build	SP	SP – W/ Mit	RWCS	RWCS – W/ Mit
NY 32/NY 212/Speedway Driveway		S					
NYS Route 212, EB	L		B (13.9)	B (14.1)	B (16.3)	B (14.1)	B (17.0)
	TR		B (15.2)	B (15.5)	B (17.9)	B (15.4)	B (18.7)
NYS Route 212, WB	LT		B (30.4)	C (32.6)	D (40.5)	C (32.2)	D (41.7)
	R		A (0.4)	A (0.8)	A (0.8)	A (0.9)	A (0.9)
Speedway Driveway, NB	LTR		B (12.3)	B (13.5)	D (42.8)	B (13.7)	D (46.5)
NYS Route 32, SB	LT/*L		C (34.9)	**F (166.4)**	C (32.2)	**F (190)**	C (31.7)
	R/*TR		A (8.9)	A (9.9)	B (12.9)	B (10.1)	B (12.7)
	Overall		B (16.6)	**E (60.7)**	C (21.1)	**E (67.8)**	C (21.1)
NY 212/I-87 NB Ramp/McDonalds Driveway		S					
NYS Route 212, EB	L		B (13.9)	B (16.7)	B (12.8)	B (17.3)	B (17.1)
	T		E (67.7)	**F (146.2)**	D (45.2)	**F (156.8)**	**F (86.3)**
	R		A (8.8)	A (9.1)	A (6.8)	A (9.1)	A (8.4)
NYS Route 212, WB	L		B (16.5)	C (20.5)	C (27.0)	C (21.0)	C (31.9)
	TR		B (17.1)	C (21.5)	B (12.8)	C (22.3)	B (16.3)
I-87 Northbound Ramp, NB	L		C (31.1)	C (33.8)	D (44.1)	D (35.9)	D (42.9)
	LTR		C (28.5)	C (32.1)	D (40.4)	C (33.7)	D (40.1)
N Manheim, SB	L		C (34.6)	D (37.8)	D (52.8)	D (38.5)	D (47.4)
	TR		C (33.2)	D (36.2)	D (43.3)	D (36.8)	D (45.1)
	Overall		D (37.9)	**E (61.7)**	C (29.9)	**E (64.4)**	D (43.5)
NY 212/Kings Highway/Buns Burger Driveway		S					
NYS Route 212, EB	L		A (6.6)	A (7.3)	A (4.3)	A (7.4)	A (3.2)
	T		B (10.4)	B (11.7)	A (4.9)	B (11.9)	A (3.8)
	R		A (9.5)	B (10.5)	A (1.1)	B (10.6)	A (0.7)
NYS Route 212, WB	LTR		A (2.6)	A (2.8)	A (2.8)	A (2.8)	A (2.5)
Kings Highway, NB	LT		D (42.2)	D (45.1)	D (40.8)	D (45.3)	D (45.6)
	R		C (26.3)	C (25.7)	C (25.1)	C (25.7)	C (28.2)
N Chestnut Street, SB	LTR		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Overall		B (11.2)	B (12.4)	A (8.1)	B (12.6)	A (8.3)
NY 212/Big Lots Driveway		S					
NYS Route 212, EB	L		A (2.6)	A (2.7)	A (4.5)	A (2.8)	A (2.5)
	T		A (3.8)	A (4.1)	A (5.7)	A (4.1)	A (3.7)
NYS Route 212, NB	T		A (9.5)	B (10.6)	B (11.4)	B (10.7)	B (11.4)
	R		A (7.6)	A (8.3)	A (9.0)	A (8.4)	A (9.0)
NYS Route, SB	L		A (27.8)	C (27.2)	C (26.8)	C (27.2)	C (29.9)
	R		C (27.8)	C (27.2)	C (26.8)	C (27.2)	C (29.9)
	Overall		A (7.5)	A (8.2)	A (9.3)	A (8.3)	A (8.6)
NY 32/Peoples Rd/Hommelville Rd		U/S*					
Hommelville Rd, EB	LTR		C (15.8)	C (19.2)	B (12.9)	C (19.6)	B (13.0)
Peoples Road, WB	LTR		C (21.1)	**F (50.4)**	B (14.0)	**F (55.7)**	B (14.2)
NYS Route 32, NB	LTR		A (8.8)	A (9.3)	A (5.4)	A (9.3)	A (5.4)
NYS Route 32, SB	LTR		A (8.1)	A (8.5)	A (6.6)	A (8.5)	A (6.7)
	Overall		--	--	A (6.8)	--	A (6.8)
NY 32/CR 34 (Old Kings Highway)		U/S*					
CR 34, WB	LR		C (21.3)	D (34.5)	B (16.6)	**E (36.7)**	C (23.2)
NYS Route 32, NB	TR		--	--	A (8.2)	--	A (6.9)
NYS Route 32, SB	LT		A (0)	A (0)	B (11.5)	A (0)	A (9.1)
	Overall		--	--	B (10.9)	--	B (10.2)

U = Unsignalized Intersection | S = Signalized Intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

Table 7 – Level of Service Summary Table with Mitigation (Weekday PM)

Intersection		Control	Weekday PM Peak Hour				
			2040 No-Build	SP	SP – W/ Mit	RWCS	RWCS – W/ Mit
NY 32/NY 212/Speedway Driveway		S					
NYS Route 212, EB	L		B (14.1)	B (14.3)	D (36.1)	B (14.4)	D (35.1)
	TR		B (14.1)	B (13.7)	C (23.6)	B (13.7)	C (26.1)
NYS Route 212, WB	LT		C (31.8)	C (37.1)	**E (55.7)**	D (37.3)	**F (92.9)**
	R		A (0.8)	A (1.7)	A (1.7)	A (2.1)	A (2.1)
Speedway Driveway, NB	LTR		B (14.0)	B (16.7)	D (54.8)	B (16.7)	D (49.5)
NYS Route 32, SB	LT/*L		D (42.5)	**F (398.3)**	**E (62.7)**	**F (450.6)**	D (48.3)
	R/*TR		B (10.5)	A (11.9)	B (14.6)	B (11.9)	B (12.1)
	Overall		B (19.7)	**F (126.9)**	C (32.8)	**F (144.8)**	C (34.2)
NY 212/I-87 NB Ramp/McDonalds Driveway		S					
NYS Route 212, EB	L		B (14.9)	B (19.2)	B (16.1)	B (19.9)	C (20.3)
	T		D (48.8)	**F (145.7)**	E (60.6)	**F (156.2)**	**E (69.3)**
	R		A (8.7)	A (9.4)	A (7.0)	A (9.7)	A (7.9)
NYS Route 212, WB	L		B (16.3)	C (20.7)	C (32.6)	C (21.2)	D (36.2)
	TR		C (20.2)	C (27.8)	C (21.4)	C (29.3)	C (20.7)
I-87 Northbound Ramp, NB	L		C (32.7)	D (38.1)	D (41.0)	D (40.7)	D (44.5)
	LTR		C (28.1)	D (35.4)	D (37.5)	D (37.9)	D (42.4)
N Manheim, SB	L		D (35.3)	D (39.6)	D (53.0)	D (40.2)	D (53.1)
	TR		C (33.0)	D (37.0)	D (41.3)	D (37.5)	D (48.9)
	Overall		C (30.6)	**E (57.1)**	C (34.2)	**E (59.3)**	D (36.9)
NY 212/Kings Highway/Buns Burger Driveway		S					
NYS Route 212, EB	L		A (8.4)	A (9.0)	A (6.1)	A (9.0)	A (5.2)
	T		B (19.0)	C (21.4)	A (9.8)	C (21.4)	A (9.3)
	R		B (13.5)	B (14.4)	A (2.1)	B (14.4)	A (0.9)
NYS Route 212, WB	LTR		A (4.8)	A (5.1)	A (5.5)	A (5.1)	A (5.8)
Kings Highway, NB	LT		E (68.3)	**F (85.0)**	D (48.4)	**F (86.3)**	D (49.1)
	R		C (24.7)	C (24.3)	B (19.0)	C (24.3)	B (22.0)
N Chestnut Street, SB	LTR		C (27.5)	C (27.0)	C (20.7)	C (27.0)	C (24.4)
	Overall		C (22.7)	C (26.9)	B (14.9)	C (27.2)	B (14.9)
NY 212/Big Lots Driveway		S					
NYS Route 212, EB	L		A (4.1)	A (4.4)	A (6.4)	A (4.4)	A (6.4)
	T		A (7.2)	A (8.2)	B (12.2)	A (8.2)	B (12.0)
NYS Route 212, NB	T		B (17.0)	B (18.2)	C (20.2)	B (18.2)	C (21.1)
	R		B (14.4)	B (15.0)	B (16.4)	B (15.0)	B (17.3)
NYS Route, SB	L		C (29.0)	C (28.5)	C (21.9)	C (28.5)	C (25.7)
	R		C (28.0)	C (27.5)	C (21.2)	C (27.5)	C (24.9)
	Overall		B (13.9)	B (14.6)	B (16.3)	B (14.6)	B (17.0)
NY 32/Peoples Rd/Hommelville Rd		U/S*					
Hommelville Rd, EB	LTR		C (23.9)	E (35.8)	B (14.3)	E (35.8)	B (16.9)
Peoples Road, WB	LTR		D (27.3)	**F (229)**	B (15.9)	**F (229)**	B (19.3)
NYS Route 32, NB	LTR		A (8.7)	A (9.2)	A (6.9)	A (9.2)	A (9.9)
NYS Route 32, SB	LTR		A (9.1)	A (9.9)	A (6.4)	A (9.9)	A (9.2)
	Overall		--	--	A (7.3)		B (10.2)
NY 32/CR 34 (Old Kings Highway)		U/S*					
CR 34, WB	LR		**E (39.3)**	**F (146.3)**	C (24.0)	**F (149.9)**	C (24.2)
NYS Route 32, NB	TR		--	--	B (13.8)	--	B (13.9)
NYS Route 32, SB	LT		A (0)	A (0)	A (8.6)	A (0)	A (8.7)
	Overall		--	--	B (13.0)	--	B (13.2)

U = Unsignalized Intersection | S = Signalized Intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

Table 8 – Level of Service Summary Table with Mitigation (Friday Midday)

Intersection		Control	Friday Midday Peak Hour				
			2040 No-Build	SP	SP – W/ Mit	RWCS	RWCS – W/ Mit
NY 32/NY 212/Speedway Driveway		S					
NYS Route 212, EB	L		B (12.4)	B (14.4)	C (27.6)	B (14.4)	C (28.9)
	TR		B (12.9)	B (14.2)	C (22.9)	B (14.3)	C (22.8)
NYS Route 212, WB	LT		C (26.5)	D (35.6)	D (44.4)	D (35.5)	**E (57.5)**
	R		A (1.2)	A (3.1)	A (3.1)	A (4.1)	A (4.1)
Speedway Driveway, NB	LTR		B (14.0)	B (16.2)	**E (75.1)**	B (16.2)	B (48.7)
NYS Route 32, SB	LT/*L		D (29.7)	**F (335.3)**	D (40.2)	**F (416.6**)	**F (63.8**)
	R/*TR		B (10.4)	B (11.4)	B (13.4)	B (11.5)	B (12.5)
	Overall		B (13.6)	**F (96.2)**	C (23.0)	**F (122.1)**	C (30.9)
NY 212/I-87 NB Ramp/McDonalds Driveway		S					
NYS Route 212, EB	L		B (16.8)	C (21.1)	C (31.0)	C (21.1)	C (23.3)
	T		D (45.9)	**F (143.7)**	**F (100.3)**	**F (146.6)**	**E (62.7)**
	R		A (8.0)	A (9.1)	A (7.9)	A (9.5)	A (7.0)
NYS Route 212, WB	L		B (17.7)	C (21.6)	C (30.0)	C (21.6)	D (50.1)
	TR		C (22.5)	C (31.1)	C (25.6)	C (31.2)	C (26.8)
I-87 Northbound Ramp, NB	L		D (36.4)	D (48.9)	D (49.6)	**E (68.2)**	D (53.4)
	LTR		C (30.5)	D (45.2)	D (44.6)	**E (61.6)**	D (50.9)
N Manheim, SB	L		D (37.5)	D (40.6)	D (47.2)	D (40.6)	**E (57.**6)
	TR		D (36.0)	D (39.1)	D (42.8)	D (39.1)	D (54.9)
	Overall		C (31.3)	**E (57.7)**	D (46.6)	**E (61.8)**	D (39.9)
NY 212/Kings Highway/Buns Burger Driveway		S					
NYS Route 212, EB	L		A (8.4)	A (9.0)	A (3.2)	A (9.0)	A (4.3)
	T		B (19.1)	C (21.6)	A (8.0)	C (21.8)	A (8.9)
	R		B (13.1)	B (14.1)	A (0.5)	B (14.2)	A (0.5)
NYS Route 212, WB	LTR		A (5.9)	A (6.3)	A (6.8)	A (6.3)	A (7.5)
Kings Highway, NB	LT		E (66.3)	**F (84.6)**	D (48.1)	**F (85.3)**	D (51.7)
	R		C (24.8)	C (24.4)	B (19.2)	C (24.4)	C (24.2)
N Chestnut Street, SB	LTR		C (27.6)	C (27.1)	C (20.8)	C (27.1)	C (26.6)
	Overall		C (23.0)	C (27.7)	B (14.9)	C (27.8)	B (16.3)
NY 212/Big Lots Driveway		S					
NYS Route 212, EB	L		A (3.7)	A (4.0)	A (6.4)	A (4.0)	A (5.5)
	T		A (6.3)	A (7.0)	B (10.5)	A (7.0)	A (9.3)
NYS Route 212, NB	T		B (16.3)	B (17.6)	B (18.7)	B (17.6)	C (22.6)
	R		B (14.2)	B (15.0)	B (15.7)	B (15.0)	B (19.2)
NYS Route, SB	L		C (28.8)	C (28.2)	C (21.6)	C (28.2)	C (27.7)
	R		C (28.2)	C (27.7)	C (21.3)	C (27.7)	C (27.2)
	Overall		B (13.2)	B (13.8)	B (14.9)	B (13.8)	B (16.8)
NY 32/Peoples Rd/Hommelville Rd		U/S*					
Hommelville Rd, EB	LTR		C (16.4)	C (22.8)	B (17.2)	C (23.4)	B (17.5)
Peoples Road, WB	LTR		D (24.6)	**F (320.9)**	B (19.3)	**F (355.8)**	B (19.7)
NYS Route 32, NB	LTR		A (8.4)	A (8.9)	A (7.2)	A (9.0)	A (7.2)
NYS Route 32, SB	LTR		A (9.5)	B (10.5)	A (5.2)	B (10.6)	A (5.2)
	Overall		--	--	A (7.3)	--	A (7.4)
NY 32/CR 34 (Old Kings Highway)		U/S*					
CR 34, WB	LR		E (38.0)	**F (161.8)**	C (23.6)	**F (182.0)**	C (23.8)
NYS Route 32, NB	TR		--	--	B (19.7)	--	C (20.9)
NYS Route 32, SB	LT		A (9.3)	A (10.0)	A (7.4)	B (10.0)	A (7.5)
	Overall		--	--	B (16.1)	--	B (16.9)

U = Unsignalized Intersection | S = Signalized Intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

Table 9 – Level of Service Summary Table with Mitigation (Saturday Midday)

Intersection		Control	Saturday Midday Peak Hour				
			2040 No-Build	SP	SP – W/ Mit	RWCS	RWCS – W/ Mit
NY 32/NYS Route 212/Speedway Driveway		S					
NYS Route 212, EB	L		B (11.4)	B (14.3)	C (24.4)	B (14.4)	C (23.5)
	TR		B (12.7)	B (15.5)	C (26.9)	B (15.6)	C (25.7)
NYS Route 212, WB	LT		C (23.7)	C (32.5)	D (48.6)	C (32.7)	C (56.2)
	R		A (0.7)	A (2.0)	A (2.0)	A (2.5)	A (2.5)
Speedway Driveway, NB	LTR		B (12.7)	B (13.9)	**F (81.7)**	B (14.0)	D (48.5)
NYS Route 32, SB	LT/*L		C (25.9)	**F (329.3)**	D (38.4)	**F (397.8)**	**E (62.1)**
	R/*TR		A (9.3)	B (10.2)	B (11.3)	B (10.3)	B (10.7)
	Overall		B (13.4)	**F (108.8)**	C (24.6)	**F (132.8)**	C (32.2)
NY 212/I-87 NB Ramp/McDonalds Driveway		S					
NYS Route 212, EB	L		B (13.3)	B (18.9)	B (15.2)	B (19.9)	C (20.2)
	T		C (32.6)	**F (134.2)**	D (46.0)	**F (155.4)**	**E (77.7)**
	R		A (8.6)	A (9.6)	A (6.7)	B (10.1)	B (8.1)
NYS Route 212, WB	L		B (13.2)	B (20.0)	C (25.1)	C (20.5)	C (33.1)
	TR		B (17.2)	C (26.7)	B (16.9)	C (28.4)	C (23.6)
I-87 Northbound Ramp, NB	L		C (31.1)	D (38.0)	D (42.4)	D (42.4)	D (41.9)
	LTR		C (28.2)	D (35.6)	D (38.9)	D (38.7)	D (39.4)
N Manheim, SB	L		C (34.0)	D (39.6)	D (48.6)	D (40.1)	D (46.2)
	TR		C (32.4)	D (37.5)	D (41.9)	D (38.1)	D (43.9)
	Overall		C (24.2)	D (53.1)	E (28.7)	**E (58.1)**	D (38.4)
NY 212/Kings Highway/Buns Burger Driveway		S					
NYS Route 212, EB	L		A (7.2)	A (8.3)	A (9.6)	A (9.4)	A (3.7)
	T		B (14.7)	B (18.1)	C (22.4)	B (18.4)	A (7.3)
	R		B (10.8)	B (12.6)	C (33.3)	B (12.7)	A (0.7)
NYS Route 212, WB	LTR		A (3.7)	A (4.3)	A (7.0)	A (4.4)	A (4.6)
Kings Highway, NB	LT		D (45.9)	D (52.2)	D (42.7)	D (52.8)	D (43.2)
	R		C (25.2)	C (24.2)	B (18.3)	C (24.2)	C (23.2)
N Chestnut Street, SB	LTR		C (28.2)	C (27.2)	C (24.2)	C (27.1)	C (26.2)
	Overall		B (14.6)	B (17.4)	C (21.1)	B (17.6)	B (11.1)
NY 212/Big Lots Driveway		S					
NYS Route 212, EB	L		A (3.0)	A (3.3)	A (5.0)	A (3.3)	A (5.3)
	T		A (5.1)	A (6.0)	B (11.1)	A (6.1)	A (8.8)
NYS Route 212, NB	T		B (12.5)	B (14.6)	C (27.5)	B (14.7)	B (16.5)
	R		B (10.6)	B (12.0)	C (21.3)	B (12.1)	B (13.5)
NYS Route, SB	L		C (29.2)	C (28.1)	C (25.0)	C (28.0)	C (27.0)
	R		C (28.6)	C (27.5)	C (24.6)	C (27.5)	C (26.6)
	Overall		B (10.7)	B (11.8)	B (19.7)	B (11.9)	B (13.8)
NY 32/Peoples Rd/Hommelville Rd		U/S*					
Hommelville Rd, EB	LTR		C (19.2)	D (33.3)	B (14.1)	D (34.5)	B (14.2)
Peoples Road, WB	LTR		D (20.5)	**F (298)**	B (15.7)	**F (337.9)**	B (15.8)
NYS Route 32, NB	LTR		A (8.3)	A (9.0)	A (7.0)	A (9.1)	A (7.1)
NYS Route 32, SB	LTR		A (8.8)	A (9.7)	A (6.2)	A (9.8)	A (6.2)
	Overall		--	--	A (7.3)	--	A (7.4)
NY 32/CR 34 (Old Kings Highway)		U/S*					
CR 34, WB	LR		C (21.8)	**F (69.7)**	C (22.4)	**F (78.5)**	C (22.7)
NYS Route 32, NB	TR		--	--	B (10.4)	--	B (10.8)
NYS Route 32, SB	LT		A (0)	A (0)	A (7.3)	A (0)	A (7.4)
	Overall		--	--	B (10.4)	--	B (10.8)

U = Unsignalized Intersection | S = Signalized Intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

Table 10 – Level of Service Summary Table with Mitigation (Sunday Midday)

Intersection		Control	Sunday Midday Peak Hour				
			2040 No-Build	SP	SP – W/ Mit	RWCS	RWCS – W/ Mit
NY 32/NY 212/Speedway Driveway		S					
NYS Route 212, EB	L		B (13.7)	B (13.9)	C (20.5)	B (13.9)	B (19.4)
	TR		B (15.5)	B (15.8)	C (23.7)	B (15.8)	C (22.9)
NYS Route 212, WB	LT		C (26.9)	C (29.5)	D (43.7)	C (29.6)	D (38.8)
	R		A (0.6)	A (1.1)	A (1.1)	A (1.4)	A (1.4)
Speedway Driveway, NB	LTR		B (11.0)	B (12.4)	D (43.5)	B (12.7)	E(69.1)
NYS Route 32, SB	LT/*L		C (23.6)	**F (219.1)**	C (27.9)	**F (278.5)**	D (43.1)
	R/*TR		A (7.9)	A (9.0)	B (11.7)	A (9.1)	B (9.5)
	Overall		B (14.0)	**E (77.4)**	B (19.6)	**F (98.3)**	C (23.9)
NY 212/I-87 NB Ramp/McDonalds Driveway		S					
NYS Route 212, EB	L		B (13.1)	B (16.6)	B (14.6)	B (17.4)	B (15.4)
	T		D (37.1)	**F (96.7)**	D (42.8)	**F (108.9)**	D (47.8)
	R		A (9.0)	A (9.5)	A (7.9)	A (9.7)	A (8.2)
NYS Route 212, WB	L		B (15.1)	B (19.7)	C (22.2)	C (20.3)	C (24.3)
	TR		C (20.2)	C (26.0)	B (19.8)	C (27.4)	C (22.0)
I-87 Northbound Ramp, NB	L		C (29.7)	C (32.5)	D (38.3)	C (34.5)	D (39.6)
	LTR		C (27.2)	C (30.6)	D (35.3)	C (32.7)	D (37.0)
N Manheim, SB	L		C (33.2)	D (37.2)	D (42.0)	D (38.0)	D (42.0)
	TR		C (31.1)	C (34.7)	D (39.1)	C (35.5)	D (39.1)
	Overall		C (26.8)	D (43.5)	C (28.6)	D (46.2)	C (30.5)
NY 212/Kings Highway/Buns Burger Driveway		S					
NYS Route 212, EB	L		A (6.4)	A (7.1)	A (2.6)	A (7.2)	A (3.2)
	T		B (13.0)	B (15.0)	A (5.6)	B (15.2)	A (5.9)
	R		A (9.9)	B (11.0)	A (1.0)	B (11.1)	A (0.9)
NYS Route 212, WB	LTR		A (4.1)	A (4.2)	A (4.2)	A (4.2)	A (4.2)
Kings Highway, NB	LT		D (42.4)	D (45.6)	D (41.7)	D (45.8)	D (38.9)
	R		C (25.9)	C (25.3)	C (23.9)	C (25.3)	C (22.8)
N Chestnut Street, SB	LTR		C (29.2)	C (28.5)	C (26.8)	C (28.4)	C (26.0)
	Overall		B (13.5)	B (15.0)	A (9.8)	B (15.1)	A (9.5)
NY 212/Big Lots Driveway		S					
NYS Route 212, EB	L		A (2.9)	A (3.0)	A (1.8)	A (3.0)	A (4.4)
	T		A (4.6)	A (5.0)	A (3.8)	A (5.0)	A (6.7)
NYS Route 212, NB	T		B (11.0)	B (12.3)	B (12.9)	B (12.4)	B (13.6)
	R		A (9.7)	B (10.7)	B (11.2)	B (10.7)	B (11.8)
NYS Route, SB	L		C (30.2)	C (29.4)	C (27.7)	C (29.4)	C (26.9)
	R		C (29.5)	C (28.9)	C (27.7)	C (28.8)	C (26.4)
	Overall		B (10.4)	B (10.8)	B (10.4)	B (10.9)	B (11.8)
NY 32/Peoples Rd/Hommelville Rd		U/S*					
Hommelville Rd, EB	LTR		C (19.2)	C (24.5)	B (19.1)	D (25.2)	B (19.4)
Peoples Road, WB	LTR		D (23.5)	**F (173)**	C (20.7)	**F (212.6)**	C (21.2)
NYS Route 32, NB	LTR		A (9.8)	B (10.5)	A (4.1)	B (10.5)	A (4.1)
NYS Route 32, SB	LTR		A (8.3)	A (8.8)	A (7.1)	A (8.8)	A (7.4)
	Overall		--	--	A (6.7)	--	A (6.9)
NY 32/CR 34 (Old Kings Highway)		U/S*					
CR 34, WB	LR		E (38.0)	**F (108.2)**	C (21.7)	**F (126.1)**	C (21.9)
NYS Route 32, NB	TR		--	--	A (7.2)	--	A (7.4)
NYS Route 32, SB	LT		A (0)	A (0)	B (14.3)	A (0)	B (14.8)
	Overall		--	--	B (12.4)	--	B (12.7)

U = Unsignalized Intersection | S = Signalized Intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per v

As shown in Table 6-10, there are various movements at each intersection that warrant mitigation in the SP and RWCD scenarios. For the NYS Route 32/NYS Route 212/Speedway, the proposed lane configuration and timing changes are intended to benefit the dominant movements – NYS Routes 32 and 212 – with the minor Speedway driveway experiencing a less than favorable LOS. Likewise, the NYS Route 212 corridor intersections favor the NYS Route 212 approaches with the timing plans such that they receive the majority of the cycle length. Finally, the signalization of the two unsignalized intersections results in favorable Levels of Service for all approaches.

Left-Turn Lane Analysis

A left-turn lane analysis was conducted to determine whether the Build traffic volumes warrant a northbound left-turn lane on NYS Route 212/Site Driveway and NYS Route 32/Northeast Site Driveway. The left-turn lane analysis conservatively assumed that all left-turns into the site would occur at the southern site driveway when in reality it is likely that a small portion of left-turns will occur at the northerly driveway. The major arterial volumes and left-turn volume were compared to the suggested warrant criteria for a three-leg intersection in an urban area as presented in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highway and Streets* "Green Book," 2018 (see Figure 9-35 under Attachment I). As Figure 9-35 shows, the anticipated number of left-turns does meet the suggested warrant criteria for a left-turn in the build condition for the site driveways on NYS Route 212 and NYS Route 32 during the study peak hours.

Traffic Signal Warrant Analysis

An analysis was conducted to determine if the Build traffic volumes warrant the installation of a traffic signal at the following locations:

- NYS Route 32/Northeast Area Driveway
- NYS Route 212/South Area Driveway
- NYS Route 32/Peoples Road
- NYS Route 32/Old Kings Highway

The traffic conditions and physical characteristics of the intersection were correlated to the signal warrant criteria contained in the 2009 National *Manual on Uniform Traffic Control Devices* (National MUTCD), published by the Federal Highway Administration (FHWA). The National MUTCD specifies the minimum criteria that must be met in order for a traffic signal to be justified. The satisfaction of a signal warrant in itself is not necessarily justification for a traffic signal. Other engineering and operational factors must be considered. The National MUTCD contains nine warrants, three of which were determined to be applicable and were evaluated in detail:

- Warrant 1 – Eight-Hour Vehicular Volume - This warrant is satisfied if for any eight hours of an average day the traffic volumes for Condition A or Condition B specified in Table 4C-1 of the National MUTCD are met for the main arterial and the higher volume side road approach to the intersection.
- Warrant 2 – Four-Hour Vehicular Volume - This warrant is met when for any four hours of an average day, points plotted on the graph presented on Figure 4C-2 of the National MUTCD fall above the appropriate curve.
- Warrant 3 – Peak Hour - This warrant is met when for any one hour of an average day, points plotted on the graph presented on Figure 4C-4 of the National MUTCD fall above the appropriate curve.

The detailed evaluation for both scenarios for Warrants 1, 2, and 3 is included under Attachment J. Based on the traffic signal warrant analysis and the 2040 Build Volumes under the Sponsors Preferred scenario, traffic signals are warranted at NYS Route 32/Peoples Road, NYS Route 32/Old Kings Highway, NYS Route 32/Site Driveway, and NYS Route 212/Site Driveway.

Roundabout Feasibility Analysis

CM conducted a feasibility evaluation for roundabouts at the following intersections:

- NYS Route 32/Peoples Road
- NYS Route 32/Northeast Area Driveway
- NYS Route 32/Augusta Savage Road/Interstate-87 SB Ramp
- NYS Route 32/NYS Route 212
- NYS Route 212/South Area Driveway

These intersections were selected as the project proposes to either improve them with a signal, or they are considered key intersections.

CM conducted the feasibility evaluation according to the capacity thresholds detailed in Exhibits 26-1 "Traffic Volumes Thresholds" and 26-2 "Capacity Limits for Roundabouts" from Chapter 26 of the NYSDOT Highway Design Manual (NYSDOT HDM). The former of these exhibits bases the feasibility of a roundabout on the Intersection ADT, while the latter bases the feasibility of a roundabout on the comparison of peak hour entering traffic against peak hour circulating traffic as the ability for vehicles approaching the roundabout to find sufficient gaps in the circulating traffic, which tends to limit the capacity of a roundabout. Table 11 summarizes the estimated intersection ADT and the maximum sum of entering traffic and circulating traffic. Table 11 then provides the resulting guidance based on those two metrics.

Table 11 – Feasibility Evaluation for Roundabouts

Intersection	Estimated ADT[1]	NYSDOT Guidance Per Exhibit 26-1	Max. Sum of Entering and Circulating Peak Hour Traffic Volumes	NYSDOT Guidance Per Exhibit 26-2
NYS Route 32/ Peoples Rd	18,456 vpd	• Single-Lane Roundabout may be sufficient • Double-Lane Roundabout likely to operate acceptably	952 vph (Peoples Rd WB Approach)	• Single-Lane Roundabout is acceptable
NYS Route 32/ NE Area Drwy	23,667 vpd	• Single-Lane Roundabout may be sufficient • Double-Lane Roundabout likely to operate acceptably	1,191 vph (NY-32 NB Approach)	• Single-Lane Roundabout is acceptable, but may require right-turn only lanes
NYS Route 32/ Augusta Savage Rd/ I-87 SB Ramp	36,123 vpd	• Double-Lane Roundabout may be sufficient	1,812 vph (I-87 WB Approach)	• Double-Lane Roundabout is acceptable
NYS Route 32/ NYS Route 212	30,856 vpd	• Double-Lane Roundabout likely to operate acceptably	1,573 vph (NY-212 WB Approach)	• Double-Lane Roundabout is acceptable
NYS Route 212/ S Area Drwy	12,945 vpd	• Single-Lane Roundabout likely to operate acceptably	634 vph (NY-212 WB Approach)	• Single-Lane Roundabout is acceptable

[1]Intersection ADT estimated 2040 Sponsors Preferred Build Condition Friday Peak Hour Volumes and a k-factor of 0.09

As shown in Table 6, all intersections are likely to operate sufficiently as either a single-lane or double-lane roundabout depending on the intersection ADT. It should be noted that the geometric feasibility, i.e. the constructability of a roundabout, was not investigated at this time. For the purposes of this study, detailed operational analyses of these intersections were not conducted. Rather, capacity improvements and/or phasing and timing changes were explored to mitigate operational constraints expected under the 2040 Sponsors Preferred Build conditions.

4.0 Sight Distance Evaluation

As discussed in this report, all driveways of the proposed project would be signalized, which alleviates the need to calculate intersection sight distance at the site driveways.

5.0 Motor Vehicle Collision Analysis

CM obtained motor vehicle collision data for the study intersections from NYSDOT, for the most recent five years – July 31, 2017 to July 31, 2022. During this time period, there were a total of 253 motor vehicle collisions. The obtained Accident Summary Tables are included under Attachment K. Table 12 summarizes the crash rates at the study intersections as compared with Statewide average rates.

Table 12 – Summary of Collision Rates by Study Intersection

Intersection	Number of Crashes	Crash Rate	Statewide Average
NYS Route 32/NYS Route 212/Speedway Driveway (1)	26	0.94	0.24
NYS Route 212/Churchland Lane (2)	2	0.08	0.17
NYS Route 212-32/Saugerties Manor Road (3)	8	0.26	0.17
NYS Route 212-32/I-87 Northbound Ramp (6)	28	1.00	0.24
NYS Route 212-32/Tomsons Road (9)	1	0.03	0.17
NYS Route 212-32/Kings Highway (11)	27	1.02	0.16
NYS Route 212-32/Big Lots Driveway (13)	4	0.16	0.16
NYS Route 32/Railroad Avenue/Abbotts Court (14)	5	0.21	0.28
NYS Route 32/Augusta Savage Road/I-87 SB Ramp (15)	22	1.10	0.24
NYS Route 32/Old Route 32 (16)	1	0.05	0.17
NYS Route 32/Mower Mill Road (17)	5	0.23	0.17
NYS Route 32/Peoples Road/Hommeville Road (18)	14	0.81	0.28
NYS Route 32/CR 34 (Old Kings Highway) (19)	10	0.44	0.17
NYS Route 32/CR 34/Old Route 32 (20)	6	0.29	0.28
NYS Route 212/Churchland Road (21)	1	0.06	0.17
NYS Route 212/Blue Mountain Road (22)	12	0.94	0.17
Harry Wells Road/Buffalo Road (23)	0	0.00	0.17
NYS Route 212/Market Street (24)	16	0.97	0.16
Main Street/Market Street/James Street (25)	23	1.27	0.16
Main Street/Partition Street (26)	42	2.56	0.53

Table 12 shows 14 of the 20 evaluated intersections have crash rates above the Statewide averages. As part of the proposed project, capacity improvements as well as signal timing and phasing changes are proposed for Intersection No. 15. These types of improvements are known crash reduction factors. If implemented, the signalization as mitigation explored as part of this analysis at Intersection No.'s 1, 18, and 19 is expected to mitigate a portion of collisions occurring at these intersections. The remaining intersections with above average collision rates should be explored in conjunction with the associated jurisdictional agency to determine applicable mitigation.

6.0 Parking

CM reviewed the general site layout as shown on the SP Plan and RWCS Plan prepared by Passero Associates, dated December 2023, and notes that ample parking areas are strategically provided throughout the site area to serve the individual land uses on-site. It is noted that detailed parking supply counts are not shown on the plans at this time; however, in consultation with Passero Associates, this project would provide adequate parking supply sufficient to meet the Town of Saugerties Parking Requirements.

7.0 Construction Traffic

In this preliminary phase, the composition of construction related truck traffic associated with the construction of the development is still being determined. In preparation for the anticipated construction related truck traffic, CM has identified the following routes depicted in the figure on the right to access the site.



As shown, construction related trucks bound to/from the site would travel on I-87. It should be noted that I-87 is a designated Qualifying Highway per the NYSDOT *Truck Book*, dated October 2022. This designation allows for Special Dimension Vehicles (SDVs) to utilize the roadway. CM notes SDVs are permitted to travel on surrounding roadways to I-87 up to one (1) mile the site per the NYSDOT *Truck Book*. Any existing truck restrictions will be considered when planning routes for any oversized deliveries to the site.

8.0 Other Considerations

Within the DEIS Scoping Document, there are several items listed under section 4.6.8. "Impacts on Transportation" that do not fit under the previous parts of this report. As such, they are discussed below.

CM reviewed the goals of the Ulster County Transportation Improvement Program, and notes the following:

- The project would include a large area of open space and the conservation of the Beaverkill stream which is protecting and enhancing the environment. The suggested improvements will not affect the Beaverkill.
- This project is expected to improve the quality of life and economic vitality of the area and enhance travel and tourism. The suggested improvements, once implements, will minimize recognizable delays in the transportation system.
- The improvements discussed in Table 5, specifically for the Peoples Road/Hommelville and NYS Route 32/Old Kings Highway (CR 34) intersections, would increase the safety of the transportation system for motorized users.

The project layout would be designed to provide adequate internal access and circulation throughout the site. It is noted that at this preliminary stage, details of the internal access roadways and circulation patterns, and other operational characteristics have not been finalized. As such, turning templates have not been prepared. These design evaluations will be conducted during the Town's review of a site plan application for a proposed development within the PDD. Internal pedestrian and bicycle accommodations will also be provided on-site but have not been finalized at this time. As the project advances, coordination with emergency services organizations including police, fire, and ambulance will be made to ensure their requirements are met, including truck turning movements.

As part of this project, consideration will be made to expand the existing UCAT bus service shown in Table 1 to serve the existing park and ride facility located along the NYS Route 32 site frontage. It is noted that the park and ride facility permits carpool parking for up to 72 hours; however, the existing parking demand was not evaluated at this time. As this project is advanced, the applicant is willing to work with the Town of Saugerties and other relevant agencies to accommodate and promote this park and ride facility and implement pedestrian and parking

improvements, as needed. It should be noted that if/when the park and ride improvements and bus route changes are implemented, it is expected that a portion of the site-generated trips will be made via bus transit, thus reducing the number of primary vehicular trips at the site driveways and study intersections. However, for the purpose of this report, no transit trip reductions were applied.

9.0 Conclusion

The following is noted regarding the proposed project:

- The scope of this study was based on Section 4.6.8 "Impacts on Transportation" of the Final Scope DGEIS, dated January 4, 2023.
- This study evaluated 26 off-site intersections. Traffic volume data was collected in December 2022 and January 2023 in order to capture peak ski season traffic. Furthermore, the traffic volume data was collected while school was in regular session, and no data was collected following or preceding a holiday.
- The study conservatively evaluated a design year of 2040. Project traffic volumes for the build year were calculated assuming a +0.5% growth rate compounded annually for 17 years. Additionally, other developments identified by the Town Planning Board Secretary and Traffic Engineering Consultant were included in the design year traffic volumes.
- The study evaluated three development scenarios – As-of-Right (AOR), Sponsor's Preferred (SP), and Reasonable Worst Case Scenario (RWCS). Unique trip generation estimates for each development plan were determined and can be found in Table 4. The estimates reflected in Table 4 account for the various industry standard trip generation credits including Internal Capture, Pass-by, and Diverted Link. A trip generation reduction credit for transit was not taken in order to provide a conservative analysis.
- Various mitigation measures were evaluated to address operational constraints resulting from the SP and RWCS development scenarios. These mitigation measures can be found in Table 5. These measures include signalization of intersections as well as adjustments to existing signal timings and phasing.
- The feasibility of roundabout was evaluated at the site driveways as well as at various key intersections. It is evident that the majority of intersections will operate sufficiently with double-lane roundabouts.
- The proposed development does warrant a left-turn lane as well as a traffic signal at the proposed driveway on NYS Route 212 under the SP and RWCS scenarios.
- Between July 31, 2017 and July 31, 2022, there were a total of 253 motor vehicle collisions at the study intersections. Upon review of the collision data, it was found that 14 of the intersections experience collision rates that are above the statewide average.
- At this preliminary phase of the project, the exact number and layout of parking areas has not been determined. However, upon review of the plans it is evident that ample parking areas are strategically provided throughout the site area to serve the individual land uses on-site.
- While the volume of construction traffic cannot be determined at this preliminary phase of the project, it is assumed that the majority of construction traffic associated will be drawn to/from I-87, which is a Qualifying Highway according the NYSDOT *Truck Book.* This means that Special Dimension Vehicles are permitted on the roadway. Also, all roadways within one linear mile of the Qualifying Highway are permitted for use by Special Dimension Vehicles.
- The proposed project intends to embrace the goals of Ulster County Transportation Improvement Program. Furthermore, it is prepared to work with UCAT as well as the Greyhound and Trailways bus services to expand services to better support the traveling public.